

COUNCIL  
AGENDA

MAR 25, 1974

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A  
C O U N C I L

Monday,  
March 25, 1974,  
9:00 a.m.

PRAYER

FORMAL ROLL CALL

MINUTES OF COUNCIL MEETINGS MARCH 4 and 15, 1974

DEPUTATIONS: MR. JOHN PARKINSON - re Parking By-law

MRS. BETTY GERHART - Queensway Gardens Home-  
owners' Association, re conditions in  
the subdivision

MR. JOHN PALERMO - Crestdale Developments,  
File T-24165

MR. FRANK CANCELLI & MR. NORMAN WILLS - re  
Building Permit for Raul Construction  
(In Zetland Industrial Subdivision)

*636A - Appeals*

PUBLIC QUESTION PERIOD

CORRESPONDENCE

REPORTS OF MUNICIPAL OFFICERS:

BUILDING REPORT  
INDUSTRIAL BUILDINGS  
RESIDENTIAL SUMMARY

PURCHASE OF MINI VEHICLES  
PURCHASE OF TIRES FOR TRANSIT SYSTEM

RIVER HEIGHTS DEVELOPMENTS

FIRE DEPARTMENT ANNUAL REPORT

MISSISSAUGA TAXICAB AUTHORITY (Mayor Dobkin)  
STREETSVILLE GRANITE CLUB (Mayor Dobkin)

REPORTS OF COMMITTEES

GENERAL COMMITTEE REPORT MARCH 15, 1974

PETITIONS

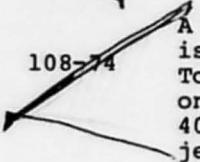
UNFINISHED BUSINESS

BY-LAWS:

NOTE: The following zoning by-laws are before Council for re-enactment as recommended by Planning and Development Committee in its report of meeting held March 6, 1974, adopted by Council on March 15.

*See agenda*  
107-74  
  
A By-law to amend By-law Number 5500 as amended. (Wimpey Homes. Formerly By-law #10,834. To change zoning on lands on the south side of Dundas Street east of Mavis Road from R4 to R3 and RM1-Section 384, and from R3 to RM1-Section 384 and O1. Two objections were received and copies of these letters are attached to the agenda. This by-law is presently before the O.M.B.)

THREE READINGS

108-74  
  
A By-law to amend By-law Number 5500 as amended. (Mississauga Commercial Properties - formerly by-law 11,005. To change zoning from CM1 and CM2 to RM5-Section 417, on lands located 200 ft. west of Queen Frederica Drive 400 ft. north of Dundas St. E. Two letters of objection were received and are attached.)

THREE READINGS

109-74  
*replies of  
puck*  
A By-law to amend By-law Number 5500 as amended. (Canada Brick - formerly By-law 10,902. This by-law is presently before the O.M.B. The purpose of the by-law is to revise Section 141 (1)(e) to permit the manufacture of all types of building brick. Lands located on the north-east corner of Britannia Road W. and Fifth Line West (Erin Mills Parkway). Thirteen letters of objection were received and are attached.)

THREE READINGS

110-74  
A By-law to amend By-law Number 5500 as amended. (Wrecking Yard - Hart Estate) Formerly By-law #10,729. To change zoning from A to M2, M2a-Section 400 and G on lands located on the north side of Britannia Road immediately west of the Airport. This by-law is presently before the O.M.B. Two objections were received and are attached.)

THREE READINGS

BY-LAWS (Continued)

111-74 A By-law to amend By-law Number 5500 as amended. (Rockwood Mall - formerly by-law 11,033. To change zoning from R4 to DC-Section 412 on lands on the north side of Burnhamthorpe Road East, approx. 228 ft. east of Dixie Road. This by-law is presently before the O.M.B.)

THREE READINGS

112-74 A By-law to amend By-law Number 5500 as amended. (Don Mills Developments - formerly by-law 10985. To change zoning from M1 and M1-Section 289 to AC3-Section 414 on lands on the west side of Woodchester Drive, north of Dundas Street. This by-law is presently before the O.M.B.)

THREE READINGS

113-74 A By-law to amend By-law Number 5500 as amended. (Mucada Investments Ltd. - formerly by-law #11,153. To change zoning from R4 to R3 and RML-Section 384 on lands on the south-west corner of Dundas Street and Stillmeadow Road. This by-law is presently before the O.M.B.)

THREE READINGS

114-74 A By-law to amend By-law Number 5500 as amended. (Speedy Muffler King - formerly by-law #11,171. To change zoning from RR to AC3-Section 415 on lands on the north side of Dundas St. West, approx. 250 ft. west of Fifth Line West.)

THREE READINGS

115-74 A By-law to amend By-law Number 5500 as amended. (H. L. Blachford - formerly by-law #11,155. (To change zoning from A to M2-Section 425 - for lands on the north side of Britannia Road, approx. 1,788 ft. east of Dixie Road.)

THREE READINGS

116-74 A By-law to amend By-law No. 7097. (This by-law provides for a speed limit of 50 m.p.h. on Lakeshore Road West from Balboa Drive to the lot line between Lots 27 and 28, Con.2, S.D.S. as recommended by Council in Resolution #125 passed on February 22, 1974.)

THREE READINGS

BY-LAWS (Continued)

82-74 By-law #82-74 being a by-law to authorize the execution of a Housekeeping Agreement between Pastoria Holdings Limited and the Corporation of the City of Mississauga. (This by-law received two readings on Feb. 18. On March 4 council passed Resolution #150 setting out certain requirements for issuance of a building permit for this grocery supermarket and plaza at Netherwood and Brandon Gate. These conditions have now been met.)

THIRD READING

117-74 A By-law to execute a Declaration. (This is the usual Declaration under the Condominium Act executed by Bayshore Erin Glen Inc. At its meeting on Feb. 20, Planning & Development Committee recommended that this application be approved and recommended to the Minister of Housing subject to the standard forms being received and in order. These forms have been checked and are in order.)

THREE READINGS

118-74 A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (13 ft. road widening on Stavebank Road. This is a requirement of the Committee of Adjustment File CAB 301/73.)

THREE READINGS

119-74 A By-law to establish certain lands as part of the municipal highway system. (This is a one foot reserve at the northerly extremity of Custer Crescent, being established as part of Custer Crescent, R.P. 710, and will provide access to Registered Plan 946.)

THREE READINGS

120-74 A By-law to authorize execution of a Property Purchase Agreement. (The land covered in this agreement is a 1 foot reserve on Phedora Drive and is part of the Ministry of Transportation & Communications land assembly for road improvements at South Sheridan Way and Southdown Road. The consideration is \$1.00. The Ministry agrees to pay reasonable fees for legal services required by the Owner to complete the purchase. G. C. March 8, Council March 15)

THREE READINGS

121-74 A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (13 ft. widening Lorne Park Road. Requirement of the Committee of Adjustment File CAB 258/73. Just north of Lakeshore Road.)

THREE READINGS

BY-LAWS (Continued)

122-74 A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (13 ft. widening of Lorne Park Road just north of Lakeshore Highway. This is a requirement of the Committee of Adjustment File CAB 254/73)

THREE READINGS

123-74 A By-law to authorize execution of a Quit Claim Deed. (The City hereby quit claims, to the Royal Bank, an easement no longer required by the Municipality. This is as recommended in item #149 General Committee Report March 1, adopted by Council March 15.)

THREE READINGS

124-74 A By-law to establish certain lands as part of the municipal highway system. (Lands being established as part of Camilla Road. This is land that the City has acquired with respect to the Ring Road system, located south of Dundas Street East and running southerly to King Street East.)

THREE READINGS

125-74 A By-law to authorize the execution of an Engineering Agreement between Don Mills Developments Limited and The Corporation of the City of Mississauga. (This agreement covers Neighbourhoods 306 and 307 located north of Britannia Road and east of Winston Churchill Blvd. All requirements have been met.)

THREE READINGS

126-74 A By-law to authorize the execution of a Lease Agreement. (Between The City of Mississauga and the Regional Municipality of Peel relative to leasing of the former Town of Streetsville Offices to the Region. The agreement was approved by Council on March 15 by adoption of Administration & Finance Committee Report of February 20th.)

THREE READINGS

127-74 A By-law to authorize execution of an agreement between The Hydro-Electric Power Commission of Ontario and The Corporation of the City of Mississauga. (Ont. Hydro is granting permission to the City to use certain lands for recreational purposes. Lands adjacent to Cedar Grove Mobile Homes Sales - Pt. Lot 3, Con. 1, N.D.S. This is as recommended in item #150, General Committee Report March 1, adopted by Council March 15.)

THREE READINGS

BY-LAWS (Continued)

128-74 A By-law to authorize the demolition of buildings. (Buildings located at 5329 Dixie Road - owner Marion Pellett. This is as recommended in General Committee Report of February 22, adopted by Council on March 4. The owner has been notified by Registered Mail, as required, that this by-law will be considered at this meeting.)

THREE READINGS

129-74 A By-law to provide for the Corporation's consent to Bell Canada constructing its lines upon the highways, streets, bridges and other public places of the Corporation, and to authorize the City Engineer to supervise and approve the construction of such lines. (This is as recommended by Engineering & Works Committee on February 11 and adopted by Council March 4, 1974.)

THREE READINGS

130-74 A By-law to adopt Amendment #249 to the Official Plan for the City of Mississauga Planning Area. (File OZ-24-73 - Markborough Properties. This is as recommended by Planning & Development Committee at its meeting on March 6, adopted by Council on March 15 by resolution #163.)

THREE READINGS

131-74 A By-law to authorize execution of an agreement between Charterways Limited and The Corporation of the City of Mississauga. (This agreement deals with loading rights at Long Branch loading platform.)

THREE READINGS

MOTIONS

NEW BUSINESS

CONFIRMING BY-LAW

*When was the  
law approved?*

**HERMANT and FEINTUCH**

BARRISTERS & SOLICITORS

AARON A. HERMANT, Q.C.  
B. FEINTUCH, LL.B.

C-1  
SUITE 308  
825 EGLINTON AVENUE WEST  
TORONTO, ONTARIO  
M5N 1E7  
TELEPHONE 787-1869

March 11, 1974

City of Mississauga  
Municipal Offices  
1 City Centre Drive  
Mississauga, Ontario

Attention: Mr. V. Dewar  
City Engineer

Dear Sir:

re: Chasi Investments Limited  
subdivision - Pt. Lots 9 & 10  
2 C.I.R. Mississauga

On behalf of the owner/developer, Chasi Investments Limited, please be advised that the said Chasi Investments Limited desires to pre-service the above lands presently owned by the said company.

Please accept this letter as written application by Chasi Investments Limited to yourself as City Engineer of the City of Mississauga for permission to proceed with pre-servicing these lands as described above. It would be appreciated if you would give this matter of preservicing your earliest possible attention and approval.

I shall look forward to receiving your approval of this pre-servicing application.

I have in my possession a sample letter for use in this matter together with ten requirements to be complied with after having obtained such pre-servicing approval from your office, and I would consequently appreciate receiving your approval as soon as possible.

Yours very truly,  
HERMANT AND FEINTUCH

A.A. Hermant, Q.C.,

AAH:jde

THE CHILDREN'S AID SOCIETY OF THE REGION OF PEEL

6-2

Paul A. Mansfield M.S.W.  
Local Director

Reply attention of

March 11th, 1974

Mr. D.R. Turcotte,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2

Re: Your Files 35-74 & 83-74

Dear Mr. Turcotte:

This will acknowledge receipt of letters from your office  
(under dates March 4th and 5th, 1974) concerning the above.

We appreciate having Mr. McGillivray's letter and contents,  
and the matter of conflicts of meetings will be discussed at our  
March 13th Board meeting.

In the interim you would want to know that to date the  
regular monthly meetings of the Board of Directors of this Society  
occur on the second Wednesday evening of each month, and not the  
third Wednesday as stated in your resolution.

We will be further in touch with you in this regard  
following the March Board meeting.

Thank you.

Yours sincerely,

PAM/jw

*[Signature]* Paul A. Mansfield,  
Local Director.

R

Main Office:  
49 Kennedy Rd. S.  
Brampton,  
L6W 3E4  
Tel: 453-4200  
Caledon East,  
Tel: 584-2350

RECEIVED	
REGISTRY No.	2079
DATE	MAR 12 1974
FILE No.	35-74
FILED BY	83-74
CLERK'S DEPARTMENT	

Sub-Office:  
256A Hurontario St.  
Mississauga,  
L5A 2G1  
Tel: 270-8606

C-3

## The Regional Municipality of Peel

March 19, 1974.

Mr. D. R. Turcotte,  
Clerk,  
City of Mississauga,  
1 City Centre Drive,  
MISSISSAUGA, Ontario,  
L5B 1M2.

Dear Mr. Turcotte,

Re: Regional Interim Levy

Enclosed please find a certified copy of Region of Peel  
By-law No. 29-74.

This By-law strikes an interim levy under the provisions  
of Bill 138 in the amount of \$4,828,000.00 for the City of Mississauga  
and sets out the dates of payment.

Yours very truly,

*Henry H. Rutherford*

Henry H. Rutherford  
Regional Clerk

HB:ag

Enc.

- c.c. - Mr. J. M. Burwell,  
Treasurer, City of Mississauga.  
- Mr. I. F. Markson,  
Commissioner of Finance.



THE REGIONAL MUNICIPALITY OF PEEL  
BY-LAW NUMBER 29-74

C-3A

A BY-LAW TO LEVY AGAINST THE AREA MUNICIPALITIES A SUM NOT EXCEEDING 25 PER CENT OF THE AGGREGATE LEVIES MADE BY ALL LOCAL MUNICIPALITIES WITHIN THE REGIONAL AREA WITHIN THE YEAR 1973 FOR GENERAL MUNICIPAL AND COUNTY PURPOSES BEFORE THE ADOPTION OF THE FINAL REGIONAL ESTIMATES FOR THE YEAR.

WHEREAS Section 83 of The Regional Municipality of Peel Act 1973 authorizes that the Regional Council may pass by-laws to levy against the area municipalities a sum not exceeding 25 per cent of the aggregate levies made by all local municipalities within the Regional area in the year 1973 for general municipal and county purposes before the adoption of the final Regional estimates for the year;

NOW THEREFORE, the Council of the Regional Municipality of Peel enacts as follows:

1. That in the year 1974, before the adoption of the estimates for the year, a levy shall be made against the area municipalities of a sum not exceeding 25 per cent of the aggregate levies made by all local municipalities in the Regional area in 1973 for general municipal and county purposes and the amount levied in future shall be apportioned among the area municipalities in the ratio that their revised equalized and weighted assessment bears to the total of such assessment to the Region according to Section 83 of The Regional Municipality of Peel Act 1973.

2. The rates for the levy to provide the corresponding amounts provided for under Section 1 of this By-law are set out in Schedule "A" attached hereto and which forms part of this By-law.

3. Dates of payment for taxes under this By-law shall be as follows:

Due dates of First instalment - March 31, 1974

Due dates of second instalment - June 30, 1974

C3B

4. Levies shall be made payable to the Regional Municipality of Peel and shall be paid to the Regional Treasurer.

READ THREE TIMES AND FINALLY PASSED IN OPEN COUNCIL this  
14th day of March, 1974.

"Henry H. Rutherford"

Clerk

"L. H. Parsons"

Chairman

I, Henry H. Rutherford, Clerk of the Regional Municipality of Peel, do hereby certify that the foregoing is a true copy of By-law No. 29-74 passed by the Council of the Regional Municipality of Peel on the 14th day of March, 1974.

Henry H. Rutherford  
Henry H. Rutherford  
Regional Clerk.

THE REGIONAL MUNICIPALITY OF PEEL  
SCHEDULE "A" TO BY-LAW NUMBER 29-74

C-3C

City of Mississauga	69.754%	\$4,828,000.00
City of Brampton	25.291%	1,750,000.00
Town of Caledon	4.955%	343,000.00
		<hr/>
		\$6,921,000.00



C-4

Minister of  
Education

416/965-5277

Mowat Block  
Queen's Park  
Toronto Ontario  
M7A 1L2

March 7, 1974.

Dear Mr. Turcotte:

This is in response to your February 25th letter wherein you attached a copy of the resolution passed by City Council on February 22nd concerning the recommendation that a task force be established to examine the financial impact of increasing available housing in the City.

I have sent a copy of the resolution to Mr. L. E. Maki, Regional Director of Education for Central Ontario. I am certain that Mr. Maki will co-operate in every way possible in providing the task force, when it is established, with the information necessary, from an educational standpoint, to consider various alternatives.

Cordially,

*Tom Wells*  
Thomas L. Wells,  
Minister.

Mr. D. R. Turcotte,  
City Clerk,  
City of Mississauga,  
MISSISSAUGA, Ontario,  
L5B 1M2

2

RECEIVED	
REGISTRY No. 2044	
DATE	MAR 11 1974
FILE No.	
FILED BY	7-74
CLERK'S DEPARTMENT	



RECEIVED

MAR 5 1974 G5

MAYOR'S OFFICE

Office of the  
Minister

Ministry of  
Consumer and  
Commercial  
Relations

416/965-6393

555 Yonge Street  
Toronto Ontario  
M4Y 1Y7

February 22, 1974.

Mayor M. L. Dobkin,  
City of Mississauga,  
1 City Centre Dr.,  
Mississauga, Ontario  
L5B 1M2

RECEIVED	
REGISTRY No.	1977
DATE	MAR 7 1974
FILE No.	9-74
FILED BY	
CLERK'S DEPARTMENT	

Your Worship:

In response to submissions by many Municipalities, it is my pleasure to announce that effective March 1, 1974, Municipal Councils' authority to issue a licence for a raffle lottery has been broadened to include a total prize structure of five thousand dollars (\$5,000.00) in cash or merchandise value. This represents an increase in the upper licencing limit for raffle lotteries of \$1,500.00 from the previous maximum of \$3,500.00.

It is certainly my feeling that we must continue to make absolutely sure that we retain control over all lottery activities and only liberalize the rules when we are convinced we have the expertise and capacity to control effectively.

In our experience in dealing on a daily basis with a wide range of Municipal Officials, it appears that most municipalities are having little or no difficulty in supervising local groups carrying on small lottery operations. Municipal Officials and Law Enforcement Officers acquainted with local conditions and local organizations are holding in check their own sectional activities with a high degree of excellence. May I add, it is my belief that the licencing of lotteries in Ontario has been remarkably successful because of the good working relationship between this Ministry and yourselves. Together with private organizations throughout the Province, we have been able to develop a strong defence against the unethical operator who might try to infiltrate the lottery field.

R

C-SA

I assure you of our continued efforts to maintain this mutual trust, respect and co-operation and to be of assistance to you, and to all those bona fide organizations and groups in your municipality whose members give generously of their time, talent, and interest to raising funds for worthwhile charitable and community purposes.

Yours truly,



John T. Clement,  
Minister.





C-6

Office of the  
Deputy Minister

Ministry of  
Transportation &  
Communications

416/248-3604

East Building  
Downsview Ontario

March 7, 1974

Mr. D. R. Turcotte, A.M.C.T.,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario L5B 1M2

RECEIVED

REGISTRY No. 1899

DATE MAR 6 1974

FILE No.

FILED BY 112-74

CLERK'S DEPARTMENT

Dear Mr. Turcotte:

The Minister has asked me to reply, on his behalf, to your letter of February 22nd, with respect to the resolution passed by your Council on February 18th, requesting a review of the transit system in Mississauga.

Perhaps Council members were not aware of the total transportation study undertaken by Mississauga, in co-operation with this Ministry, with transit forming a major component. It is my understanding that the transit segment of this study has now been completed, and that discussions are already underway between representatives of the Ministry and Mississauga Transit aimed at implementing the recommendations of the study.

In view of the foregoing, it would appear that no further action is necessary with respect to the resolution of Council.

Yours truly,

A handwritten signature in black ink, appearing to read "A. T. C. McNab".  
A. T. C. McNab,  
Deputy Minister

c.c. Minister's Office



C-7

Office of the  
Treasurer  
of Ontario

Ministry of Treasury  
Economics and  
Intergovernmental  
Affairs

416/965-6361

Frost Building  
Queen's Park  
Toronto Ontario

February 28, 1974

**MEMORANDUM TO: All Municipal Clerks**

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The Provincial-Municipal Liaison Committee (PMLC) was formed as a result of the Provincial-Municipal Conference in April 1970, as a tangible expression of the Province at the Conference. The PMLC generally considers all matters related to the role, status and responsibilities of local government in Ontario and considers provincial policy proposals during the development stage.

The PMLC is composed of the following:

- the Provincial Cabinet: members attend when policies and proposals for which they are responsible are being discussed.
- the Municipal Liaison Committee: composed of representatives from the Association of Municipalities of Ontario; Association of Counties and Regions of Ontario; Ontario Association of Rural Municipalities and the Municipality of Metropolitan Toronto.

The PMLC is co-chaired by the Chairman of the Municipal Liaison Committee (Mayor D.G. Newman, Town of Whitby) and myself.

Every third month, Ministers and other representatives of the Federal government participate and the meeting becomes the Federal-Provincial-Municipal Liaison Committee (FPMLC).

The schedule for future meetings is as follows:

March 8, 1974	PMLC - Toronto
April 5, 1974	FPMLC - Sudbury
May 10, 1974	PMLC - Toronto
June 14, 1974	PMLC - To be advised
July 12, 1974	FPMLC - To be advised

.....2

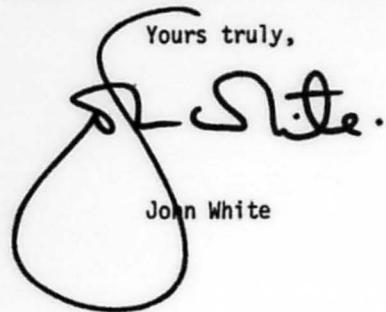
C-7A

- 2 -

The discussions cover a wide variety of subjects and you and other representatives of your municipality are invited to attend, as observers.

For additional information as to location and time of meetings, please contact the Provincial-Municipal Affairs Secretariat, 3rd Floor, Frost Building South, Queen's Park, Toronto. (965-6989)

Yours truly,



John White

R.

# WEIR & FOULDS

BARRISTERS AND SOLICITORS

K. A. FOULDS, Q.C.  
H. S. O. MORRIS, Q.C.  
S. P. WEBB, Q.C.  
A. McN. AUSTIN  
J. J. CARTHY, Q.C.  
G. J. SMITH  
N. W. C. ROSS  
B. FINLAY  
L. D. BARSKY  
D. R. VICKERS  
R. W. ROSENMAN

J. T. WEIR, Q.C., LLD.  
R. B. ROBINSON, Q.C.  
J. P. HAMILTON  
M. S. ARCHIBALD, Q.C.  
J. D. McELLAR, Q.C.  
M. J. McQUAID  
W. T. R. WILSON  
G. J. HENRY  
P. W. LOCKETT  
K. B. PAYNE  
S. B. STEIN

CANADA LIFE BUILDING  
330 UNIVERSITY AVENUE  
TORONTO, CANADA M5G 1S2

TELEPHONE: (416) 595-1595  
CABLE ADDRESS: MASEMIDON

R. D. WALTER, Q.C.

March 5, 1974

D. R. Turcotte, Esq.  
City Clerk  
City of Mississauga  
1 City Centre Drive  
MISSISSAUGA, Ontario  
L5B 1M2

Dear Sir:

Re: Airport Inquiry Commission

We enclose a copy of the evidence statement submitted  
to the Airport Inquiry Commission on Monday, March 4th on behalf  
of the City of Mississauga and Region of Peel.

Yours very truly,

WEIR & FOULDS

PWL/jk  
Encl.

Per: *P. Lockett*

*J*

RECEIVED	
REGISTRY No. 1907	
DATE	MAR 6 1974
FILE No.	187-74
FILED BY	
CLERK'S DEPARTMENT	

C-8A

AIRPORT INQUIRY COMMISSION

EVIDENCE STATEMENT

1. This statement is filed pursuant to paragraph III of the Practice and Procedure of the Airport Inquiry Commission by the Corporation of the City of Mississauga and by the Regional Municipality of Peel. The Toronto International Airport at Malton is situated within the City of Mississauga, which forms part of the Regional Municipality of Peel; the City of Mississauga and the Region of Peel accordingly have a special interest in the inquiry.

2. The City of Mississauga and the Region of Peel support the view of the Government of Canada that the transportation needs of the central Ontario market require an immediate and significant expansion in airport facilities. They agree with the Government of Canada that these additional facilities can neither be provided effectively at Malton nor be located there without intensifying disturbance to the present population of the municipalities and without interference to planned and orderly future municipal growth. They agree with the Government of Canada that Malton should continue to function as an international airport and that the required additional facilities should be located at a new international airport located in reasonable proximity to Metro Toronto and to Malton. While the City of Mississauga and the Region of Peel are opposed to any increase to the present levels of air traffic, and consequent disruption suffered by their citizens, they recognize that some inevitable increase must be tolerated until a second airport can be

constructed. They request that construction of a second airport proceed with all possible dispatch.

3. The evidence to be presented on behalf of the City of Mississauga and the Region of Peel at the first stage of the hearings commencing March 18, 1974, will concentrate upon the first of the four questions to be considered at that time - "Can the forecast growth of air traffic be met without increasing the number of people affected by noise disturbance from aircraft?"

4. It is the understanding of the City of Mississauga and the Region of Peel that the Ministry of Transport will table all the evidence which was in the mind of the Government of Canada as of January 30, 1973. Included in that body of evidence are statements dating back to 1968 by the former local Governments of the area expressing their concern with the degree of disruption caused by increasing air traffic at Malton. The decision of the Government not to expand Malton and to create a second airport was influenced in some part by this concern. Accordingly it is not proposed to submit any further "old" evidence.

5. The City of Mississauga and the Region of Peel do intend to submit new evidence to demonstrate that social problems caused by air traffic at Malton are indeed severe at present and will be aggravated by additional traffic. It will be submitted that the existing degree of disturbance as estimated by the Government of Canada has been under-stated. Evidence will be led to show the rate of development in land areas which will be affected by expansion at Malton but which were developed on the assurance of the Provincial and Federal Governments that additional traffic would be handled at a new

airport. Evidence of the land use plans and availability of services to lands which could be affected by an expansion at Malton will also be given.

6. In 1968 the Government of Canada proposed a major expansion of Malton Airport to accommodate the traffic then forecast through the 1980's and beyond to the year 2000. These plans were based upon an extensive study which demonstrated that additional runways, terminal buildings, aprons, cargo and maintenance areas would have to be constructed at Malton to accommodate this forecast volume of traffic. Some 3,000 acres of additional land would be required for this expansion.

7. The former local government of the area together with citizen associations and individual land owners expressed strong concern with the proposed expansion. This concern was based upon the significant increase in the number of people that would be affected by noise from expanded aircraft flight operations and its deployment upon additional runways, and upon the fact that the additional land required for airport purposes was intended for industrial and residential developments which would be of importance to the sound and viable development of Mississauga. After examining these objections the Government of Canada decided in 1968 not to proceed with the expansion of Malton. It decided to limit the traffic which would be accommodated at Malton and to develop additional airports to serve what is now termed 'the central Ontario market'.

8. It was recognized at that time that it would take a number of years to develop a new airport and that disturbance to the level of traffic predicted for 1976 would have to be tolerated. 1976 was explained to the people of the area to be the earliest date by which a new airport could be developed.

The Government of Ontario accordingly prepared land use guide lines imposing restraints for the areas which would be affected by the level of traffic predicted to occur by 1976. In fact, noise measuring systems used by the Government of Canada in 1972 revealed contours which embraced a wider area than that subjected to control in 1969 upon the basis of forecasts for 1976. In other words, the situation by 1972 was worse than what had been anticipated by 1976.

9. Only limited development, substantially in the nature of in-filling, has occurred within the guide line areas established in 1969. Beyond these areas a rapid rate of development has taken place, and is expected to continue. Neither the residents of these areas or the municipal authorities had any reason to suspect that there would be a problem with noise disturbance from Malton Airport, for both the forecasts and undertakings of the two senior levels of Government indicated the contrary.

It should be noted that the Government of Canada under The Aeronautics Act possessed zoning powers as broad as those possessed by the municipal authorities under The Planning Act. The Government of Canada chose not to exercise these powers in 1968-69, but to rely instead upon provincial guide lines. These guide lines have been respected by the municipalities, and development has proceeded in accordance with them. It is submitted that it is now too late to penalize those who developed in accordance with the guide lines by subjecting them to noise disturbance from an expanded use of Malton.

10. The City of Mississauga and the Region of Peel understand from the written summary provided by the Government of Canada that it is not now possible to have a new airport operational by 1976, but that the first

major phase at Pickering could be available by 1980 and a partial opening of Pickering could be achieved in 1978. They have taken careful note of the new evidence regarding the forecast volume of traffic, forecast aircraft movements, and the extent of the areas delineated as being affected by flight operations. It is obvious that the areas affected by 1980 will be much greater than those presently affected, which in turn are already greater than those which have been forecast to be affected by 1976.

It is apparent from the summary of the Government of Canada that the forecasts of noise levels are in part based upon expectations as to the introduction of quieter aircraft engines and the extent to which quieter aircraft will come into use.

It should be appreciated by the Commission that it is difficult for the municipalities and their residents to accept these assumptions by reason of their past experience. It is respectfully suggested that the Commission should regard these assumptions as optimistic predictions which, if proven true, will help to alleviate what in any event will be a distressing level of disturbance. It is respectfully submitted that the Commission should assume the continuation of the present mix of aircraft, so that full account will be taken of the risk which would be involved in placing full confidence upon the assumptions. This is particularly so as the assumptions depend upon the willingness of the airline industry to purchase and utilize quieter aircraft, and to undertake the expense of refitting existing aircraft. It is submitted that it is beyond the capacity of the Government of Canada to legislate quieter aircraft into being, in view of the volume and extent of international air traffic.

11. The City of Mississauga and Region of Peel intend to call witnesses who have expertise in the planning field. They intend to demonstrate

through the use of maps and tables the number and extent of developments approved between 1969 and the present, and the number of applications for future developments already prepared for areas potentially affected by an expanded use of Malton. Evidence relating to the Official Plans and to the availability of services will also be introduced. Because the City of Mississauga and the Region of Peel only came into existence as of January 1, 1974, the specific maps and tables are not available for filing as of this date. The municipalities undertake to make their best efforts to file such plans and tables with the Commission at a reasonable time period before the documents will be placed in evidence.

12. With respect to questions 2, 3, and 4 to be considered at the hearings commencing March 18, 1974, the City of Mississauga and the Region of Peel do not propose to present any new evidence. Based upon the expert testimony currently available they are of the opinion that the accommodation of the forecast growth of traffic would require lands in addition to those available within the present airport boundaries. While expansion of the physical boundaries of the airport is not in issue before the Commission, it should be noted that the lands to the west of Malton have been approved for industrial development and that this development is proceeding. Such development is compatible with the continued use of Malton Airport in a reduced role in conjunction with a new international airport, but would preclude any further expansion.

13. The municipalities have also noted that any proposed reconfiguration of Malton within the existing boundaries has depended upon the construction of additional facilities to the west, which would require new and independent means of ground access. They doubt whether any such access could

*C-8G*

- 7 -

be provided without disruption to the use of Highway 401 and disruption to the existing and planned developments for the area.

ALL OF THE FOREGOING IS RESPECTFULLY SUBMITTED BY:

The Corporation of the City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

AND BY:

The Regional Municipality of Peel  
150 Central Park Drive  
Bramalea, Ontario

City of Mississauga C-9

Your kindness and  
sympathy are  
more deeply appreciated  
than any words of

THANKS

can ever express

Kathleen Patterson

Your kindness and sympathy  
at this time are

more deeply appreciated  
than any  
word of thanks

can ever express.

Sincerely  
Mrs. R. Majury & family.



## MALTON JAYCEES

BOX 273 • MALTON POSTAL STATION • MISSISSAUGA, ONTARIO

C-10

Mississauga City Council  
1 City Centre Drive  
Mississauga Ontario

RECEIVED

Feb. 27 1974

Mar. 1 1974

Members of Council

MAYOR'S OFFICE

At this time I would like to introduce the newly formed Malton Jaycees. With the help of an extension team from Bramalea Jaycees our unit was conceived in mid November. Our membership at that time was six in number and in the last three months has grown to twenty-three.

Although concerned with the development of our individual members we are primarily concerned with community betterment. We plan to get involved in many projects in Malton which will include the following.  
(1) Dial-a-bus - if city council does not see fit to grant this to Malton. Transportation is one thing greatly lacking in our community.  
(2) The Four Corners - this has been a major traffic problem for many years, this also includes two railway crossings.  
(3) Meet the Candidate Nights - this should make Malton a better informed community.  
(4) A Continuing Youth Program - this will help the youth of all ages become better citizens.  
These are only a few projects of which we expect will be many - all making Malton a better part of Mississauga.

May we at this time ask Mississauga City Council to approve financial assistance to help sponsor our Charter Night which will be held March 30 1974 at the Constellation Hotel. Among the expected 150 guests attending will be Premier Bill Davis, Mayor Martin Dobkins, MP Don Blenkarn and Councillor Frank McKechnie, these I may add have all accepted our invitations. Any financial assistance that council could see fit to offer would motivate our members to play an even greater roll in Malton thus making the City of Mississauga an even better community in which to live, it would also assist us to conduct this event at a cost reasonable to those attending.

I am enclosing a brochure regarding Jaycees which may be of interest.

United for Progress

Bob Mason  
Bob Mason President  
Malton Jaycees

Rec'd 1st batch  
Referred to [unclear]  
Referred to [unclear]  
After [unclear] [unclear]  
[unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear]  
[unclear] [unclear] [unclear]

## YOUNG PEOPLE IN ACTION

A Jaycee unit is different from any other group in your community. It offers the young person the opportunity to combine his interest, energy and enthusiasm into constructive community service. Jaycees is designed for young people of action . . . young people who are anxious to learn and work.

The local Jaycee unit is an autonomous group in each community, and receives its charter from the national organization, the Canada Jaycees. This, too, is an autonomous organization, created by letters patent from the Secretary of State of Canada. The local unit, through membership in the Canada Jaycees, is also directly affiliated with Jaycees International.

### JAYCEES ARE DIFFERENT

Jaycees is an organization specifically designed to meet young people's needs. Specific age limits are rigidly adhered to, in order to ensure that the purpose of training young people for leadership is achieved. Jaycees offer a specific training program, to assist young people to develop their own individual abilities.

There are no occupational classifications to determine membership in Jaycees. The president of a large corporation and a factory worker, a doctor and a farmer, a lawyer and a policeman, all work side-by-side in this young people's organization.

The Jaycee unit exists for two primary purposes — leadership training or individual development, and service to the community, nation and the world. Any project which will hold further either or both of these ends is appropriate for a Jaycee unit.

### THE BOLD APPROACH

With such broad purposes, and its distinctive (18 to 39) age limitations, Jaycees often take on tasks which appear to be impossible to accomplish. They make mistakes, and they fail, but more often than not they surprise community leaders by doing what few would try.

By adding their energy and enthusiasm to the courage of youth, Jaycees take on controversial projects which other groups might pass by. Their philosophy that young people can change the world leads to bold measures by a unit. Jaycees is a project organization, and its projects live or die on their own merits.

The Jaycee approach to community problems is action-oriented. Jaycees are reluctant to sit and think about problems, instead they get involved and work towards solutions. A typical Jaycee year of activities will contain a wide variety of training programs and community projects.

### JAYCEES WILL CHANGE YOUR LIFE

Membership in Jaycees can and should be one of the most important things in your life. Active participation will provide a supplementary education, no matter what level or formal instruction you enjoyed prior to joining. Because of its purposes, its creed and its emphasis on self-development and service to others, membership can contribute to family happiness, business success and spiritual growth.

Jaycees has a tremendous potential for any young person, but none of its benefits are automatic. The organization is designed specifically for you, but you will get out of Jaycees only what you put in. For this reason, a Jaycee who merely pays his dues and does nothing more, will gain nothing from his membership.

### WHAT ACTIVE PARTICIPATION MEANS

A good Jaycee is one interested in serving his community and the people in it. Through Jaycee internal activities, a member will develop in character and leadership ability, but complete satisfaction will not be gained until this training is put to use serving others. The basic urge of all people is the need to serve and to feel they have made some unselfish contribution to their community. This is the only sincere way a member can develop personality and put to use his leadership training. This is service to humanity . . . Jaycee style.

### FELLOWSHIP

The Jaycee is afforded social contact and friendship with other young people who are working toward a common goal. Today, very few young people spend their lives in the town where they were born. This results in a limited range of contacts, but this problem is quickly solved through Jaycee membership.

Jaycees offer an ideal way of getting acquainted. Although not primarily a social organization, social functions and project work foster friendships that will long be treasured. Many units also have auxiliary groups for Jaycee wives and this makes for family friendships within the unit.

### YOUR EMPLOYER IS INTERESTED

In most occupations, the qualities which go to make up success involve human relations as well as any specific ability to do the particular job. Most employers realize this and look with favour upon young people interested in civic work. Even employers who are not aware of the value of civic work are impressed when they read the paper and see that one of their employees is heading up a Jaycee project.

Employers are quick to realize that through Jaycees, these people gain practical experience and confidence in leadership training. An employer may not chance advancements to young people without this experience, even though he may have confidence in that man. This opinion is often demonstrated by an employer's willingness to pay for the membership of his employees and to allow them time off for special project work.

Jaycee work offers a big extra in providing varied project experience to its members. It offers training that is very difficult to secure in any other way. Young employees may not be permitted to assume responsibility until they have proven themselves by long term employment. This only frustrates a young person who feels, if given the chance, he could develop executive skills. Often the young person gets this much needed experience through Jaycee work.

### LEADERSHIP TRAINING AND SELF-DEVELOPMENT

This is the prime reason for Jaycees. It involves the acquisition of many different

types of skills, but the accent is on learning to lead through actual experience. All units stress leadership training.

In Jaycees, getting the job done is important, but to fail does not spell catastrophe, for in failing the Jaycee has learned many things. This failure is usually turned to success on the next project. In business, this initial failure might have precluded future opportunity, but in Jaycees, no one expects perfection. Every Jaycee learns to try, try again.

#### A PHILOSOPHY OF ACTION

It has already been said that participation must be a part of your Jaycee membership. None of the benefits of the organization are automatic. Jaycees is designed to develop leaders, but the first quality in gaining this trait is the ability to follow.

Your Jaycee career usually begins with an assigned task as a committee member. There is a great deal of leadership knowledge to be gained from observing other young people in leadership roles. By noting their strengths and weaknesses, successes and failures, it is possible to avoid their mistakes.

When a Jaycee has proved himself a responsible member of his unit through his contribution to the group effort, he will receive his first leadership challenge in motivating men by being selected to be a chairman of a project committee. He will now quickly learn the need for acquiring all the leadership tools available.

The task of committee chairman has all the basic ingredients for moulding leadership. These consist of organization skill, public speaking, group motivation and civic consciousness. Many young people who consider themselves to be leaders will never appreciate the problems of guiding others in a voluntary situation until they have become active Jaycees.

Since the manpower assigned to a Jaycee committee is completely voluntary, the same job of chairman when carried out in industry, is simple by comparison. Leadership in a volunteer setting requires co-operation by virtue of the chairman's own personality and abilities.

Startling transformations in basic character have been experienced by many Jaycees

who have discovered that failure as a leader is closely allied with personality flaws. Honesty, self-discipline, willingness to work, courage and initiative are indispensable qualities.

#### THE SKY IS THE LIMIT

After achieving the satisfaction of leading a successful committee project, you will, no doubt, aim for higher leadership positions offered within the organization. A committee chairmanship is a stepping-stone to further training available as a unit director, secretary, treasurer, vice-president or president.

Any young person who ultimately becomes a unit president has every right to be proud of their accomplishment. He has accepted a heavy leadership responsibility without being forced to wait until his prestige, age and mature wisdom have brought him to the top in business and community affairs.

For the keen and energetic Jaycee willing to make the necessary sacrifices of time and family, there is the challenge of the office of Regional Director, National Vice-President or President. He may even enter the international field and serve as a world committee chairman or world officer.

Whatever goal you may set, Jaycees offers the satisfaction of service, friendship and leadership training. The measure of each is up to YOU.

Contact your local Jaycee unit now.

## THE JAYCEE CREED

We believe:

*That faith in God gives meaning and purpose to human life;  
That the brotherhood of man transcends the sovereignty of nations;  
That economic justice can best be won by free men through free enterprise;  
That government should be of laws rather than of men;  
That earth's great treasure lies in human personality;  
That service to humanity is the best work of life.*

## YOUNG PEOPLE IN ACTION



CANADA  
JAYCEES

# background



Ministry of Treasury

Economics and

Intergovernmental

Affairs

Ontario  
The Honourable John White minister  
H. Ian Macdonald deputy minister

C-11

74-5

March 5, 1973

## CENTRAL ONTARIO LAKESHORE URBAN COMPLEX TASK FORCE REFINING TCR CONCEPT

In May 1970 the Ontario government published its policy paper, Design for Development: The Toronto-Centred Region. The TCR concept divided the area north of the Lake Ontario shore into three zones: a two-tier arrangement of cities along the lakeshore; a parallel area to the north intended primarily as open space for farming, recreation, conservation, and limited residential development; and a third area stretching to Georgian Bay where economic and residential development would be encouraged in specific places if feasible.

The Toronto-Centred Region concept was based on the 1967 Metropolitan Toronto and Region Transportation Study (MTARTS) which had examined five possible approaches to guiding growth in the region. The first, known as the trends plan, was simply to let growth occur and provide services in response to demand. The other four, called goals plans, suggested a variety of possible structures for the urban area. The TCR work was based on MTARTS' Goals Plan II which outlined two tiers of cities and towns parallel to the lakeshore and separated by a transportation corridor.

In 1971 A Status Report on the Toronto-Centred Region discussed some of the servicing schemes planned or under way to implement the TCR concept, and outlined some boundary changes.

Since then the Toronto-Centred Region has been enlarged and renamed the Central Ontario Region, and a number of internal working papers have been prepared on several aspects of the TCR concept.

The Parkway Belt West proposals, released in June 1973, are intended to effect the division between the two tiers of urban places in the western part; proposals for the eastern sections are expected soon. The Parkway Belt is an expanded version of the MTARTS transportation corridor, containing open space and utility corridors as well.

*Reb & Hwy Rd*

C-11A

Since its publication, the TCR concept has been used by the line ministries in planning their programs. The population forecasts and allocations proved invaluable to the Ministry of the Environment in its Central York servicing scheme, and to the Ministry of Transportation and Communications in its acquisition of highway rights-of-way and in its long-range transportation and transit planning.

TCR, however, was a very general concept and in many instances the various provincial agencies had difficulty designing policies and programs to make the concept operational. As a result, an interministerial task force began meeting last fall to design a plan concept that could be made operational. //

The task force consists of a steering committee chaired by C. Peter Honey, Assistant Deputy Minister, Ministry of Treasury, Economics and Intergovernmental Affairs, and a working group chaired by Nigel H. Richardson, Chief Planner, Central Ontario Region.

The task force was set up to concentrate its efforts mainly on TCR Zone 1. It defined its study area to correspond with the boundaries of the six regional municipalities of Durham, Metropolitan Toronto, York, Peel, Halton, and Hamilton-Wentworth. This area is known as the Central Ontario Lakeshore Urban Complex (COLUC). It includes the major east-west population concentration from Hamilton to Oshawa and the north-south Yonge Street axis. At present there are about three and a half million people living here; sometime after 2001, if present growth rates continue, the area will be home to about seven million people. This projection corresponds roughly with the forecasts contained in the May 1970 TCR policy statement and is being used as the basis for the COLUC project.

The present basis of the COLUC exercise is the two-tier arrangement of lakeshore cities separated by the parkway belt, as defined in the TCR policy statement.

The COLUC group is attempting to design a rational urban structure for the area at maturity -- that is, when most of the expected population has arrived and the urban places are functioning in specified roles. Maturity is not expected to be achieved until well after 2001.

There are twenty-three urban places in COLUC, some existing and some yet to be built. The task force sees these communities organized in a hierarchy of six classes. Toronto is an existing example of a class 1 community with a large population, performing many general and specialized activities, and serving a hinterland regional, provincial and national in scope. Hamilton and Oshawa are, or would become, class 2 centres with somewhat smaller populations, performing a slightly narrower range of activities, and serving hinterlands regional and possibly provincial in scope. And so on to small towns serving their immediate surroundings and looking to larger communities for their specialized services.

C-II-B

The task force sees the urban hierarchy interwoven with matching transportation and servicing systems, and interspersed with open land for farming, conservation, recreation and limited residential uses.

Some of the physical aspects that have been reviewed in testing the feasibility of the task force's concept are: present and planned servicing schemes and transportation corridors; natural assets such as stream valleys and forests; aggregate deposits needed for construction; and the availability and quality of farmland.

The feasibility of the concept will depend in part on whether the line ministries can relate the planning of their individual programs to COLUC. The task force will look at phasing in two initial steps, one to 1986 and the other to 2001. This exercise involves attempting to determine, for example, a logical program for servicing the various areas that the TCR statement proposed for urban development. Phasing of development could have important implications, too, for the protection or the programmed phasing out of farmland.

Feasibility will depend as well on whether the regional municipalities can design policies and programs within the COLUC frame. The task force, therefore, invited the six regional planning commissioners to attend both steering committee and working group meetings as guest members. They and their staff are now actively participating in the task force's work.

The COLUC report will not be a "final plan". It will represent a further step in an ongoing provincial planning program to give guidelines to the various provincial line ministries and agencies, and the regional municipalities, in designing their policies and programs. The task force intends the COLUC plan as a structural framework for urban development, flexible enough to accommodate unforeseeable but inevitable changes in technology, values and social patterns.

The report is to be submitted to the government's Advisory Committee on Urban and Regional Planning in early June and is expected to be published soon after for public comment and discussion.

C-12

# OMPA

Ontario Municipal Personnel Association  
Telephone (416) 864-1033  
Convention Mezzanine, The Royal York Hotel  
100 Front St. W., Toronto Ont. M5J 1E3

MARCH, 1974

TO THE MAYOR OR REEVE and  
MEMBERS OF COUNCIL.

Gentlemen and Ladies:

We are attaching material pertaining to a Municipal Labour Relations Seminar, which has been arranged by the Centre for Industrial Relations, University of Toronto in collaboration with the Ontario Municipal Personnel Association. The meeting will be held on the Evening of Thursday, May 23rd and all day Friday, May 24th, 1974, in the Four Seasons Hotel, Queen Street, Toronto (opposite the new City Hall).

The purpose of the Seminar is to bring as much up to date and informative material in the personnel field to the attention of both elected and administrative persons, who are involved in personnel, labour relations and contract negotiation work on behalf of their respective municipalities.

As you are probably aware, this type of Seminar has been advocated for a very long time, and it is our firm belief, that everyone attending will glean a great deal of knowledge from the full and comprehensive program.

We therefore respectfully ask that you give consideration and approval to representation from your municipality for its benefit in this field, and also in so doing, support the hoped for goal of more uniform and equitable settlements in contract negotiations throughout Ontario.

RECEIVED	
REGISTRY No.	2285
DATE	MAR 19 1974
FILE No.	38-74
FILED BY	
CITY'S DEPARTMENT	

D. M. CAMM, PRESIDENT  
ONTARIO MUNICIPAL PERSONNEL  
ASSOCIATION

*Rec'd  
Stewart  
After 1*



A Conference sponsored by

THE CENTRE FOR INDUSTRIAL RELATIONS

University of Toronto

C-12A

municipal  
collective  
bargaining  
in  
ontario

FOUR SEASONS - SHERATON HOTEL TORONTO, ONTARIO

May 23 - 24, 1974

in collaboration with  
THE ONTARIO MUNICIPAL PERSONNEL ASSOCIATION



### WHO SHOULD ATTEND?

This conference is designed for both labour relations and personnel practitioners and politicians at the municipal level of government.

### OBJECTIVES

Now that collective bargaining is so pervasive at this level in our society, it is appropriate that a forum be provided for a review, with some of the results to date.

The conference has been designed so that every point of view will be reported. As well as plenary sessions on the overall state of collective bargaining in Canada, in the public services at both the federal and provincial levels, and in Ontario municipalities, three special concurrent sessions have been planned for those having interest in particular aspects of the subjects in question.

### PARTICIPANTS

The credentials of the speakers and panelists speak for themselves. With ample opportunity for discussion and questions, the conference should prove a productive and stimulating experience.

2

C-12B

### PROGRAMME

General Chairman: John Crispo

Dean, Faculty of Management Studies  
Professor, Department of Political Economy  
University of Toronto

Thursday, May 23rd

5:00 - 7:00 P.M. Registration and Bar  
Four Seasons-Sheraton Hotel

7:00 P.M. Banquet - Civic Ballroom

Keynote Address: "Collective Bargaining Trends  
in Canada" John Crispo

Friday, May 24th - Essex Room

9:00 - 10:15 A.M. "Public Sector Bargaining in Canada - A General Overview" Shirley Goldenberg, Professor, Faculty of Management McGill University, Montreal

10:15 - 10:45 A.M. - Coffee Break

10:45 - 12:15 P.M. "Collective Bargaining at the Municipal Level in Ontario - A View from the Inside and Outside" Chairman: John Crispo

Panelists: F.A. Barley, Director of Personnel, City of St. Catharines

Harold Clawson, Consultant  
A. Risley, Director, Ontario Region CUPE

David Rotenberg, former Alderman, City of Toronto

T.F. Storie, Barrister

3

## PROGRAMME

Friday, May 24th

12:15 - 2:00 P.M. Luncheon  
Civic Ballroom  
2:00 - 3:00 P.M. " Collective Bargaining at the Municipal Level in Ontario - A View from the Inside and Outside "  
- continuing discussion from morning session  
3:00 - 3:30 P.M. Coffee Break  
3:30 - 5:00 P.M. Concurrent panels - Garden Court Rooms

Attendees are asked to specify their preferences, but allocation may require that they be requested to sit in on a second preference session.

(1) " Arbitration and Police and Fire Negotiations "

Chairman: M. C. Engels  
Deputy City Manager and Director of Personnel, City of Sarnia  
Panelists: Tim Armstrong, Barrister  
George Ferguson, Q.C., Barrister  
J. Wilfred Healy, Q.C., Barrister

(2) " The Labour Relations Problems of Small Municipalities "

Chairman: G. B. Hyde, Director, Community Services, City of St. Thomas  
Panelists: David Byers, Consultant, Central Ontario Industrial Relations Institute  
Graham Leslie, Director, Municipal Labour Relations Bureau, Burnaby, B.C.

(3) " The Union and Its Role "

Chairman: David Archer, President, Ontario Federation Labour  
Panelists: Syd Brown, President, Metropolitan Toronto Police Association  
Stanley Little, National President, CUPE

**APPLICATION FORM**

**MUNICIPAL COLLECTIVE BARGAINING  
IN ONTARIO**

May 23 - 24, 1974  
Fee \$125

NAME \_\_\_\_\_

NAME NORMALLY KNOWN BY \_\_\_\_\_

TITLE \_\_\_\_\_

DIVISION \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_

TEL. \_\_\_\_\_

**APPLICATION FORM**

**MUNICIPAL COLLECTIVE BARGAINING  
IN ONTARIO**

May 23 - 24, 1974  
Fee \$125

NAME \_\_\_\_\_

NAME NORMALLY KNOWN BY \_\_\_\_\_

TITLE \_\_\_\_\_

DIVISION \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_

TEL. \_\_\_\_\_

My choice of concurrent sessions in  
order of preference:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_

Please return to:

Centre for Industrial Relations  
University of Toronto  
123 St. George Street  
Toronto, Ontario M5S 1A1

Cheques payable to University of Toronto

Afternoon of May 24th:

My choice of the concurrent sessions in  
order of preference:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_

Please return to:

Centre for Industrial Relations  
University of Toronto  
123 St. George Street  
Toronto, Ontario M5S 1A1

Cheques payable to University of Toronto

## CENTRE FOR INDUSTRIAL RELATIONS

University of Toronto  
123 St. George Street  
Toronto, Ontario M5S 1A1  
Telephone (416) 928-3422

## ONTARIO MUNICIPAL PERSONNEL ASSOCIATION

C-12D

Mr. MacDonald Dunbar  
Secretary-Treasurer  
Convention Mezzanine  
Royal York Hotel  
101 Front St. W.  
Toronto, Ontario M5J 1E3  
Telephone (416) 864-1033

### DATE

The Conference will commence with  
the registration and reception on  
Thursday evening, May 23, and will  
conclude about 5:00 P.M. on May 24th.

### WHERE

The Conference will take place at the  
Four Seasons-Sheraton Hotel, 123  
Queen Street West, Toronto, directly  
opposite the new City Hall.

### ACCOMMODATION

Fifty rooms have been set aside for  
those attending from out of town who  
wish to make reservations. Single rates  
start at \$25 per night; double \$32 per  
night. Those wishing to stay at the  
Four Seasons-Sheraton should return  
the enclosed card to the hotel no later  
than May 13, to ensure that the reservation  
will be honoured.

### COSTS

The Conference fee is \$125 per  
person which includes the banquet  
and the luncheon, all sessions and,  
of course, coffee.

### REFUNDS

Full refunds will be made for any  
cancellation received by mail, tele-  
phone or otherwise, in the Centre's  
office by May 13, 1974. After this  
date, cancellations will be subject  
to a \$75.00 charge if received by  
May 17th. It will not be possible  
to make refunds for "no show's."  
However, substitutes will be acceptable.  
Telephone (416) 928-2927-8.

Should any surplus funds be generated  
by this Conference, they will be de-  
voted to the Centre for Industrial  
Relations Information Service, and  
especially to the acquisition of  
materials pertaining to municipal  
collective bargaining. This person-  
alized service, which is administered  
by subject specialists, is fully avail-  
able to the public, with copying  
facilities at a nominal fee for anyone  
who wishes copies of reference  
materials.  
Hours: 9:00 A.M. - 5:00 P.M.

PLEASE NOTE:

5

C-12E

Due to a printer's delay, kindly note your desire for a room reservation at the Four Seasons-Sheraton Hotel on the following form and return it with your Application Form which you will tear off the brochure along the perforated line.

Night of May 22, 1974 (for meeting of Directors) -----

Night of May 23, 1974 -----

Type of Accommodation: Single: \$25 ----- \$27 ----- \$31 -----

Double/Twin: \$32 ----- \$34 ----- \$38 -----

Cabanas: \$45 -----

Suites: \$60 ranging upwards. -----

The Application Form and the Room Reservation form should be sent to the attention of Mrs. Grace A. Bray, Centre for Industrial Relations, University of Toronto, 123 St. George Street, Toronto, Ontario M5S 1A1. Please telephone (416) 928-3422 if any clarification is required.

Name(s) of Registrants: -----  
-----

Time of Arrival: -----

Mode of Transportation -----

C-13

# applewood hamlet

March 13th, 1974.

Mr. D. Robinson,  
Chairman,  
Condominium Development Committee,  
City of Mississauga,  
Mississauga, Ontario.

Dear Mr. Robinson:

The Seminar on Condominiums to be held at Seneca College March 27th and 28th of this year has come to our attention.

We feel that the opportunity for learning more about this rapidly growing life-style is vital to the proper and reasonable governing in the present and future development of the city of Mississauga.

We would urge that a councillor who is a member of the Mississauga Condominium Development Committee be funded to go to the Seminar and that the proceedings be made available to Boards of Directors of Condominium Corporations on request.

Yours truly,

*Alice Casselman*

Alice Casselman,  
President.

AC/dl	RECEIVED
REGISTRY No.	2217
DATE	MAR 15 1974
FILE No.	168-74
FILED BY	
CLERK'S DEPARTMENT	

*Robinson & Associates  
F. J. Udell  
R. H. S. Hall  
M. O. F. Associates  
Received*

PEEL CONDOMINIUM CORPORATION NO. 6 • BOX 376 • MISSISSAUGA, ONTARIO

2241 Hayford Court

Mississauga Ont

RECEIVED L 5 K 198 C-14  
March 16 / 74

MAR 17 1974

MAYOR'S OFFICE

D. Hobkin  
Mayor of Mississauga  
1 Civic Centre Drive,  
Mississauga.

Dear Mayor,

I was at the Planning Board meeting of March 6<sup>th</sup> last, and I objected to the proposed re-zoning application for a shopping plaza of the north east corner of Dundas St W. and Winston Churchill Blvd.

The application was approved, but I am of the opinion that not enough time was given for the adjoining property owners to consider the proposal and properly form an objection collectively. I and my neighbours only received the letter from the City of Mississauga, outlining the proposed re-zoning, only one week before the planning board meeting.

The houses on the north side of Hayford Court back onto the south side of Dundas St W opposite the proposed shopping plaza. This plaza, if built, would increase the noise, the pollution, and the traffic in this area, and who needs it when there are enough shopping plazas here. Woodchester Plaza is less than half-a-mile from the proposed new one, and it is not doing well. One block east of that is

Laroma Playa which is also not doing well. And  
only one mile away is Sheridan Mall.

C-14A

In the light of all these objections, my  
neighbours have signed along with my wife and I, a  
petition of objection to the proposed re-zoning for a  
shopping plaza, and this petition is enclosed herewith.

We, therefore, ask you to table our objections  
before the City Council, so that the full council  
may be aware of our feelings in the very  
important re-zoning affecting our neighbourhood.

We would appreciate any comments that your  
ward may have in this matter.

Yours sincerely,

Wilfred Bucel

WILFRED BUCEL

L  
D-

BUILDING REPORT  
FEBRUARY 1974.

R-1

	<u>FEBRUARY 1974</u>	<u>TOTAL TO END OF FEBRUARY 1974</u>	<u>TOTAL TO END OF FEBRUARY 1973</u>
RESIDENTIAL	\$ 1,450,230.00	\$ 13,022,921.00	\$ 16,181,695.00
COMMERCIAL	1,283,540.00	1,954,114.00	1,320,192.00
INDUSTRIAL	2,474,325.00	5,306,625.00	10,756,800.00
SCHOOL	612,000.00	618,900.00	6,500.00
CHURCH	-	-	1,000.00
TOWN	-	-	-
GOVERNMENTAL	20,000.00	49,000.00	154,000.00
	<hr/> \$ 5,840,095.00	<hr/> \$ 20,951,560.00	<hr/> \$ 28,420,187.00

NEW DWELLING UNITS	53	581	1135
PERMITS ISSUED	164	341	529
NEW INDUSTRIAL BUILDINGS	1	4	17
NEW COMMERCIAL BUILDINGS	1	4	1

c.c. Fire Chief J.R. Miller  
 Chief D. Burrows  
 Messrs: R. Beach  
 G. Cooper  
 R. Edmunds  
 A. Spratt  
 F. Colin Westall

NEW INDUSTRIAL BUILDINGS

February 1974.

<u>OWNER</u>	<u>LOCATION</u>	<u>VALUE</u>	<u>SIZE</u>	<u>TYPE</u>
Envirotech Canada Ltd.	5155 Creekbank Road	\$416,000.00	27,707 sq. ft.	Masonry

P-2

R-3

RESIDENTIAL SUMMARY

FEBRUARY, 1974.

<u>Single</u>	<u>Semi Detached</u>	<u>Apartment Buildings</u>	<u>Row Dwellings</u>	<u>Multiple Horizontal Dwellings</u>
11	42	-	-	-

MULTI RESIDENTIAL BREAKDOWN

N I L

R-4

Mississauga Transit  
March 20, 1974

REPORT TO COUNCIL

SUBJECT: Purchase of Mini vehicles

Ladies and Gentlemen:

Please find attached two quotations for the supply and delivery of 17 vehicles including specification of each.

QUOTATION #1 - MERCEDES BENZ OF CANADA

Price per vehicle: \$22,660.00  
Total price of 17 vehicles: \$385,220.00  
Delivery Date: To commence in August and completed by August 30 1974.

QUOTATION #2 - FUNCRAFT VEHICLES LIMITED

Price per vehicle: \$21,700.00  
Total price of 17 vehicles: \$368,900.00  
Delivery: 5 vehicles by June 17 1974  
Delivery: 12 remaining vehicles by July 31 1974

GENERAL INFORMATION:

Funcraft Vehicles Limited is an Ontario based company who manufactures these vehicles in Scarboro and Cambridge Ontario. The design and control originates from the Ontario Transportation Development Corporation, a corporation established by the Ministry of Transportation and Communications. The Municipal Transit System of Ottawa, Brampton, Toronto, Burlington and Oakville have purchased Funcraft vehicles for use in their systems.

Mercedes Benz of Canada import from Germany the vehicle which they have quoted a price on. I believe the only Municipal Transit System to operate Mercedes is that of Bramalea Bus, operated by Brampton Transit.

R-4A

You will note that by a cost comparison that Funcraft Vehicles Limited have quoted the lowest price. They also can deliver the vehicles at an earlier date.

The Municipal branch of the Ministry of Transportation and Communication have been notified that the City of Mississauga will require an additional 17 vehicles over and above the 12 vehicles now on order with General Motors. They indicated that the subsidy would be increased to cover the additional vehicles and to proceed with placing an order for the additional vehicles.

It is my recommendation based on the price, the delivery date and the fact that the vehicles are manufactured in Ontario that the City of Mississauga place an order with Funcraft Vehicles Limited.

A draft resolution to this effect is attached.

Respectfully submitted,



E. J. Dowling

R-5

REPORT TO COUNCIL

RE: SUPPLY OF 72 TIRES, TUBES AND FLAPS FOR MISSISSAUGA TRANSIT  
T-MT-1-1974

Ladies and Gentlemen:

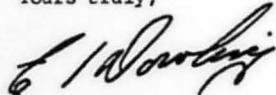
Listed below is a summary of the tenders that were received and opened on March 20, 1974.

	<u>TOTAL COST</u>
1. Goodyear Tire and Rubber Company of Canada Limited	\$12,342.24
2. Firestone Truck Service Centre	\$12,601.34
3. Johnston and Magwood Limited	\$12,828.96

We would recommend that Tender T-MT-1-1974 for the supply of 72 tires, tubes and flaps be award to Goodyear Tire and Rubber Company of Canada Limited for their bid of \$12,342.24 this being the lowest tender received.

A draft resolution to this effect is attached.

Yours truly,



E. J. Dowling

R-6

CITY OF MISSISSAUGA

FILE: T-22634

PLANNING DEPARTMENT

DATE: March 21, 1974

TO

Dr. M. L. Dobkin, Mayor, and Members of  
the City of Mississauga Council

FROM

R. G. B. Edmunds, Commissioner of Planning

SUBJECT

River Heights Developments -  
Proposed Plan of Subdivision

COMMENTS

The history of this proposed plan of subdivision has been previously reported to and discussed by City Council. Also, a legal opinion was obtained by City Council on the action proposed by the solicitor for the developer if delays to the registration of the plan were to be caused by the City. As a consequence of the foregoing Council resolved as follows:

"That the Planning Commissioner prepare a comprehensive report on the matter, taking into consideration the SOTAS brief as one aspect of the item; and that this report be presented to Council on March 18, 1974."

While available time has allowed some preliminary examination of the matter, particularly as it pertains to the impact of the SOTAS proposals on the subject subdivision, it has not been sufficient to obtain all the information required to put forward reasonably based planning recommendations in the context of the policies and attitudes towards conservation lands which have emerged since the time when the subdivision was processed through the various agencies involved in land development.

More time is necessary to secure a defensible position from a planning standpoint. Since Council is not empowered to delay the registration of the plan under the present conditions of approval set by the Minister of Housing, it is suggested that the Minister should be requested to impose the following additional condition of approval to registration:

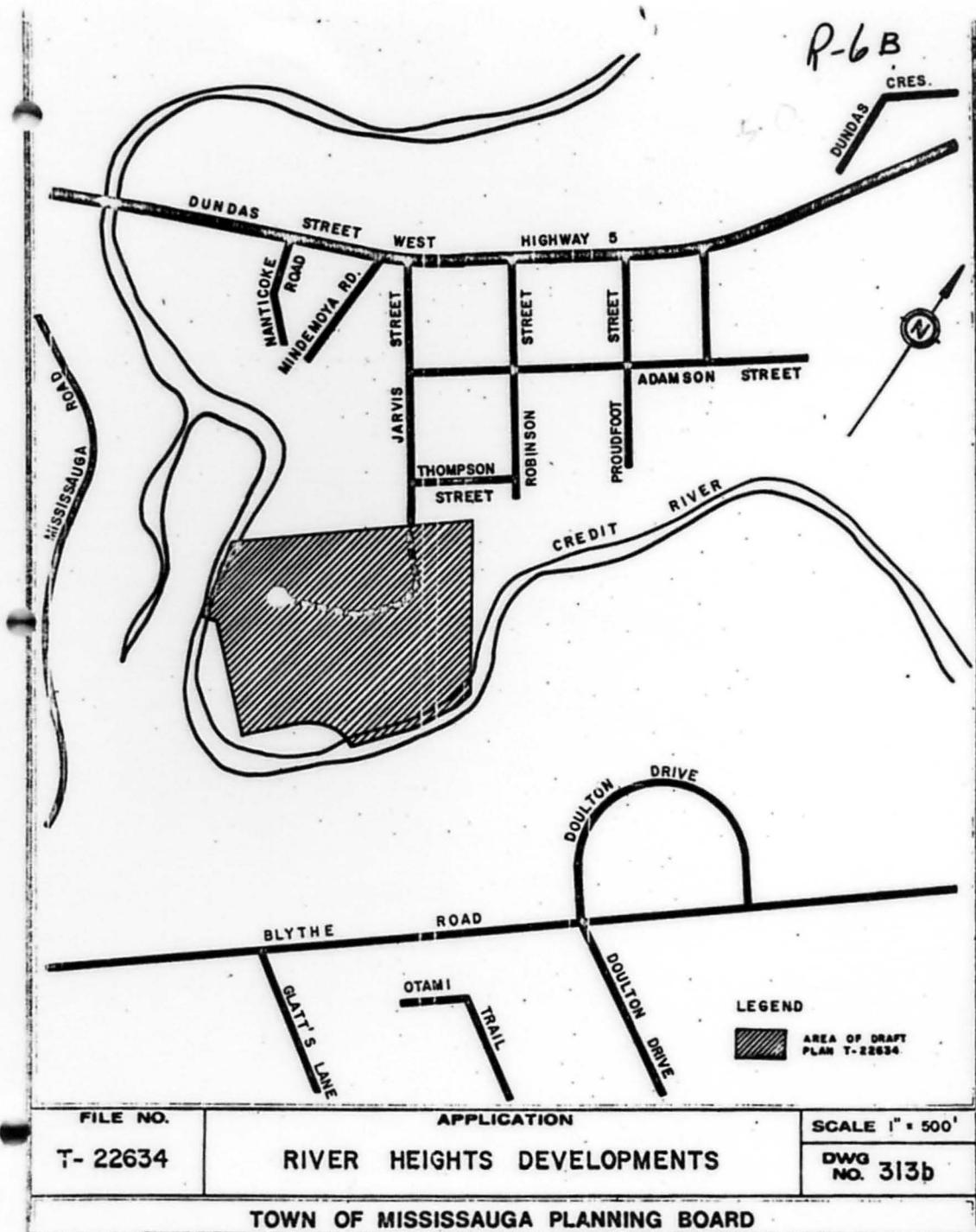
P-6A

- 2 -

FILE: T-22634  
DATE: March 21, 1974

"That prior to registration of the plan arrangements shall have been made to the satisfaction of the City of Mississauga and the Credit Valley Conservation Authority with respect to the area of the subject lands required for the purposes of conservation and recreation."

If the Minister accedes to this request, subsequent consultation with the developer would probably result in an early resolution of the matter.



R-7

1973  
ANNUAL REPORT

TOWN OF MISSISSAUGA  
FIRE DEPARTMENT

---

Page

1. Opening Memorandum
2. Fire Calls and Loss
3. Six Year Comparison
4. Injuries and Fatalities
5. Description of Calls
6. Inspection and Investigation
7. Educational Activities
8. Training Report

R-7A

TOWN OF MISSISSAUGA FIRE DEPARTMENT

ANNUAL REPORT FOR 1973

Our annual report for 1973 is herewith submitted on the activity of the six regular stations and one volunteer company prior to the amalgamation with Port Credit and Streetsville.

It has been an active year as the attached reports will show. We have listed attendances, inspections, public relations programs, etc., etc. and can provide more detail, if necessary.

The second half of 1973 included considerable study and participation in amalgamation preparations, with a very satisfactory conclusion by January, 1974. The 1973 Council and the acting interim 1974 Council made our work in the amalgamation of the three fire departments into a new city force most amiable and positive. Without the valued co-operation and assistance of Chief A. Warner and Chief K. Burns, the story may have been different. We are also indebted to the many department heads and key people for the co-operation received. The news media has been well received, and they favoured us with good coverage throughout the year.

The challenge to keep abreast of expansion and development in our municipality in 1973 brought about the start of the new headquarters station, still under construction, and added personnel in October for the six regular stations. The basis for the 1974 program was set by the acting Council in November and December, and we are well on the way.

Again we are indebted to many and are most grateful. The Firefighters' Association under President R. Arbuckle contributed to the overall endeavour with sincerity, and in the finalization of the amalgamation process.

March, 1974

*Joseph B. Miller C.I.B.*

R-7B

FIRE CALLS AND LOSS FOR THE YEAR 1973

<u>MONTH</u>	<u>NO. OF CALLS</u>	<u>FIRE LOSS</u>
January	133	37,450.00
February	122	21,750.00
March	159	* 100,800.00
April	228	36,425.00
May	185	** 129,205.00
June	179	*** 68,350.00
July	216	**** 143,945.00
August	173	65,390.00
September	217	49,684.00
October	202	45,381.00
November	148	38,380.00
December	<u>199</u>	<u>38,135.00</u>
<u>TOTAL</u>	2,161	774,645.00

.....  
\* A. C. Hamilton & Co. - \$60,000.00\*\* St. Lawrence Cement - \$40,000.00  
Apartment - \$21,000.00  
Dwelling - \$19,000.00

\*\*\* D.C. - 8 not included in this figure.

\*\*\*\* Cooksville Truck & Trailer - \$62,000.00  
A & P Store - \$23,000.00  
Ferko House - \$32,000.00

R-7e

STATISTICS FOR LAST SIX YEARS

<u>YEAR</u>	<u>NO. OF CALLS</u>	<u>FIRE LOSS</u>
1968	1226	661,161.00
1969	1480	493,028.00
1970	1426	439,830.00
1971	1609	1,251,102.00
1972	1721	741,571.00
1973	2161	774,645.00

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R-7D

**INJURIES AND FATALITIES  
During the Year 1973**

NUMBER OF FATALITIES

1. Mike Martineau, Age 58  
Motel Cabin on Lakeshore Road.
  2. Jorn Jensen, Age 23  
High Rise Penthouse on Hurontario Street.

**NUMBER OF INJURIES TO CITIZENS**

Total - 18

**NUMBER OF INJURIES TO FIREFIGHTERS**

R7-E

DESCRIPTION OF FIRE CALLS FOR THE YEAR 1973

MONTH	DWELLINGS	COMMERCIAL PROPERTY	INDUSTRIAL PROPERTY	BARNs, SHEDS, ETC.	VEHICLES	GRASS, BRUSH, RUBBISH	RESUSCITATOR	MISCELLANEOUS	APARTMENTS	TOTAL
JANUARY	28	7	11	0	37	7	14	7	22	133
FEBRUARY	32	16	8	2	20	8	11	5	20	122
MARCH	38	9	10	1	32	17	7	13	32	159
APRIL	33	12	5	4	30	98	7	13	26	228
MAY	30	12	6	7	28	46	12	10	34	185
JUNE	24	10	6	5	36	48	6	15	29	179
JULY	32	10	14	2	41	71	7	8	31	216
AUGUST	17	8	19	7	28	45	8	17	24	173
SEPTEMBER	35	20	2	4	30	80	11	8	27	217
OCTOBER	24	14	17	11	48	41	14	8	25	202
NOVEMBER	23	10	10	2	28	30	11	6	28	148
DECEMBER	41	18	11	6	36	15	7	28	37	199
<b>TOTAL.....</b>	<b>357</b>	<b>146</b>	<b>119</b>	<b>51</b>	<b>394</b>	<b>506</b>	<b>115</b>	<b>138</b>	<b>335</b>	<b><u>2,161</u></b>

R-7F

ITINERARY OF THE FIRE PREVENTION DEPARTMENT  
FOR THE YEAR 1973

Total Inspection & Investigation Calls plus In Service Inspections

MONTH	ASSEMBLY	INSTITUTIONAL	RESIDENTIAL	BUSINESS & PERSONNEL SERVICE	MERCANTILE	INDUSTRIAL	TOTAL
JANUARY	52	2	116	7	-	219	396
FEBRUARY	33	-	71	2	6	179	291
MARCH	23	-	49	1	1	180	254
APRIL	-	-	53	2	-	216	271
MAY	66	14	58	-	-	334	472
JUNE	6	1	70	47	-	230	354
JULY	2	-	37	12	10	85	146
AUGUST	-	-	26	11	15	197	249
SEPTEMBER	19	-	37	-	8	229	293
OCTOBER	-	-	50	-	40	370	460
NOVEMBER	18	-	16	-	6	312	352
DECEMBER	34	-	24	-	-	337	395
JAN-DEC	In Company Inspections				1750	-	1750
JAN-DEC	246	School Fire Drills by Company				-	246
TOTALS	499	17	607	82	1836	2888	5929

Grand Total.....5929

R-7G

FIRE PREVENTION EDUCATIONAL ACTIVITIES - 1973

School students in attendance at Fire Station tours.	2811
Scouts, Cubs, Guides and Brownies in attendance at Fire Station tours.	585
Attendance at Fireman's Badge lectures.	811
Attendance at talks & films on Fire Prevention given at schools.	950
Talks, films & demonstrations to miscellaneous groups; churches; clubs; homes. Attendance -	269
Teachers contacted via talks and films on Fire Safety.	180
Persons attending fire extinguisher demonstrations at nursing schools, industrial plants & commercial occupancies.	161
<b>TOTAL PERSONAL CONTACT .....</b>	<b>5,767</b>

NOTE: During the year 1973, two manned displays  
were organized in which Fire Department  
personnel spoke to the general public and  
distributed literature on Fire Prevention.

R-TH

MISSISSAUGA FIRE DEPARTMENT  
TRAINING OFFICE

04/02/74

Subject: Report of the Training Office - 1973

The enclosed report has been designed to indicate the amount and type of formal, required training that the members of the Mississauga Fire Department received during the period from January 1, 1973 to December 31, 1973. These formal classes and subjects are necessary to maintain the basic required skills of the senior members of the Department, as well as making the junior members proficient in these skills. The enclosed table is not intended to imply that this is the only training conducted by the Department. Additional training is received in Sprinkler and Standpipe Systems, Fire Alarm Systems, Emergency Voice Communications, Chemical Hazards, Building Design and Construction, Resuscitation, Driver Training, First Aid, Public Relations, Inspection Practices, etc.

As a general rule, the Training Schedule is outlined by the Training Officer and is posted in each Station. The Company Officer in charge of each shift is responsible for the training, both theory and practical, of the men under his command. The training, wherever possible, is conducted during the day tour of duty. If the training is interrupted during this period, many of the Officers conduct the class or classes during the night tour of duty. These classes are generally of a two hour duration, but, in many cases, this time requirement is exceeded.

Reports of the subjects covered and the time used for each subject are transmitted to the Training Officer by means of a monthly training report. The subject lecture and practical demonstrations are then recorded on individual training records. Both these forms are available for your examination.

Please note that the enclosed does not attempt to distinguish between the amount of time used in training for Company Inspections and the time used in the conducting of these Company Inspections.

You will note, however, that the time used and the number of Company Inspections has increased greatly over the same period last year. This is due to the expansion of the Inspection Program to keep abreast of the rapid growth of the City and the intentional addition of more occupancies to the Inspection Program.

Cont'd.....

R-7I

<u>Subject</u>	<u>Total</u>	<u>Average Per Man</u>
Extinguishers	75.75	1.94
Salvage	64.25	1.64
Ropes & Knots	109.00	2.55
Forced Entry	43.00	1.10
Breathing Apparatus	109.50	2.56
Ladders	72.75	1.86
Ventilation	52.50	1.35
Rescue	86.50	2.22
Hydraulics	335.00	8.59
Hose Practices	74.50	1.91
Pumps, Primers, Etc.	75.25	1.93
Pump Practices	69.00	1.78
Fire Streams	64.25	1.65
Equipment	90.25	2.31
Street Locations	162.00	4.15
Review	123.25	3.16
Inspection	511.00	13.10
<u>Total</u>	<u>2,117.75 hrs.</u>	<u>53.80 hrs.</u>

<u>Subject</u>	<u>Total</u>	<u>Average Per Man</u>
Extinguishers	136.25	3.49
Salvage	67.25	1.67
Ropes & Knots	127.50	3.26
Forced Entry	38.25	0.98
Breathing Apparatus	148.75	3.81
Ladders	60.00	1.53
Ventilation	148.00	3.79
Rescue	114.25	2.92
Hydraulics	400.00	10.25
Hose Practices	128.00	3.28
Pumps, Primers, etc.	130.50	3.34
Pump Practices	157.25	4.03
Driver Training	41.50	1.06
Fire Streams	120.50	3.09
Equipment	74.00	1.89
Street Locations	275.00	7.05
Review	286.25	7.34
Inspection	418.75	10.73
<u>Total</u>	<u>2,872.00 hrs.</u>	<u>73.51 hrs.</u>

R-75

"C" SHIFT

<u>Subject</u>	<u>Total</u>	<u>Average Per Man</u>
Extinguishers	109.00	2.79
Salvage	83.75	2.14
Forced Entry	71.00	1.82
Breathing Apparatus	147.75	3.78
Ladders	133.00	3.41
Ventilation	74.50	1.91
Rescue	81.50	2.09
Hydraulics	395.75	10.14
Hose Practices	123.00	3.15
Pumprs, Primers, etc.	91.75	2.35
Pump Practices	62.50	1.60
Fire Streams	78.00	2.00
Equipment	167.50	4.29
Street Locations	260.25	6.67
Inspection	364.00	9.33
<u>Total</u>	<u>2,654.25 hrs.</u>	<u>68.00 hrs.</u>

"D" SHIFT

<u>Subject</u>	<u>Total</u>	<u>Average Per Man</u>
Extinguishers	158.00	4.05
Salvage	106.25	2.72
Ropes & Knots	111.00	2.84
Forced Entry	65.50	1.68
Breathing Apparatus	130.50	3.34
Ladders	58.00	1.49
Ventilation	116.00	2.97
Rescue	109.00	2.79
Hydraulics	367.50	9.43
Hose Practices	216.25	5.54
Pumps, Primers, etc.	35.50	.91
Pump Practices	150.75	3.86
Fire Streams	87.25	2.24
Equipment	108.00	2.77
Street Locations	259.75	6.66
Review	292.00	7.48
Inspection	388.50	9.96
<u>Total</u>	<u>2,759.75 hrs.</u>	<u>70.73 hrs.</u>
<u>Grand Total</u>	<u>10,403.75 hrs.</u>	<u>266.03 hrs.</u>

R-7K

During 1973, fifteen new members joined the Department, and of these, one left the Department following the three week induction period.

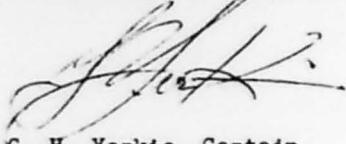
Reclassification examinations were conducted throughout the year, and all members taking these exams were successful in attaining the required passing mark.

The Department has continued the program of sending Company Officers to the Ontario Fire College at Gravenhurst. In 1973, thirteen of these Officers graduated from the twenty-two week Fire Protection Technology Course. This brings the total number of personnel who have completed this course to seventeen.

Since the last report of 1972, I have not accepted the position of Secretary of the Municipal Fire Departments Instructors' Association, but I still remain active in the association as a member and as an advisory member on the Conference Committee.

The daily duties associated with being a Staff Officer in the Department are too numerous to outline in this report, but they have been carried out to the best interest of the Department.

All of which is respectfully submitted,

  
G. H. Yerkie, Captain  
Training Officer

**City of Mississauga**

**MEMORANDUM**

R-8

To . . . . . All Members of Council . . . . .  
From . . . . . M. L. Dobkin, M. D. . . . .  
Dept. . . . . . Mayor's Office . . . . .

---

March 21, 1974.

On Wednesday, March 13, 1974 a meeting was held in my office with representatives of the Granite Club of Streetsville, and Markborough Properties Ltd.

At that time the feasibility of the Granite Club of Streetsville operating a Curling Club on a site in Meadowvale West was explored. The Granite Club of Streetsville emphatically stated at that time that they were in no way interested in the alternative site as proposed by myself and Markborough Properties Ltd.

Therefore, Council must decide whether they wish to honour the contract which the Town of Streetsville signed with the Granite Club of Streetsville. A legal opinion is attached. Mr. Olah shall comment on this matter.

Yours truly,



MLD:sn  
Encl.

M. L. Dobkin, M. D.  
Mayor

FILE 184-74 - STREETSVILLE CURLING RINK

R-8A

The following is an extract from the minutes of the Council Meeting held on February 22, 1974:-

"Moved by: Hazel McCallion  
Seconded by: H. Wolf

THAT we request the contractor to extend the expiry date of the tender by one week and in the event that this is not possible that the Mayor be authorized to call a special meeting of Council prior to the expiry date of the present tender to deal with the contract which exists between the Streetsville Granite Club and the City of Mississauga and all necessary data be attached to the Agenda.

NOTE: Before the above motion was voted on, an amendment was introduced as follows:-

Moved by: Milton Gregory  
Seconded by: Frank J. McKechnie

THAT the request for extension of tenders be for one month and that a public meeting be held.

The motion, as amended, was then voted on and CARRIED."

- - - - -

The following is an extract from the Report of the General Committee Meeting held on March 8th, 1974, as adopted by Council on March 15th, 1974:-

"The Committee considered a letter dated February 12, 1974, from the Secretary of the Streetsville Granite Club. This letter was considered by Council on February 18, 1974, and referred to the law firm of Gardiner, Roberts for advice. The Committee considered a letter dated March 1, 1974, from Gardiner, Roberts in this regard.

RECOMMENDATION: Moved by Councillor McCallion

That the letter dated March 1, 1974, from Gardiner, Roberts, be received."

**GARDINER, ROBERTS**  
BARRISTERS AND SOLICITORS

HARRY D. ROBERTS, Q.C.  
JOHN J. FITZPATRICK, Q.C.  
MILTON J. HOWBRAY, Q.C.  
WILLIAM LINER  
THOMAS L. QUINLAN  
RAY G. GOODMAN  
ROBERT ROSSOW

WILLIAM J. ANDERSON, Q.C.  
MELVILLE O'DONOHUE, Q.C.  
JOHN G. PARKERSON, Q.C.  
JOHN R. MILLER  
BARRIE W. WEBB  
GARY C. CRIERSON  
BRIAN E. CASS

JOHN B. CONLIN, Q.C.  
ROBERT C. WHITE, Q.C.  
PETER WEBB, Q.C.  
DAVID F. CURTIS  
RODERICK R. McDougall  
HARVEY POSS  
ALAN R. PURSER

TELEPHONE 367-0620  
120 ADELAIDE STREET WEST  
TORONTO, CANADA  
MSH ITS

R-8B

COUNSEL  
FREDERICK G. GARDINER, Q.C., LL.D.  
BENJAMIN LUENBERG, Q.C.

1st March 1974

**City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario  
L5B 1M2**

**Attention: D. R. Turcotte, Esq., A.M.C.T.  
City Clerk**

Dear Sirs:

**Re: Streetsville Granite Club  
YOUR FILE: 184-74  
OUR FILE: 23,093 JGP**



We are in receipt of your letters of February 20th and 25th, 1974.

We have examined the letter written by Donald M. R. Mason, Secretary of the Streetsville Granite Club, addressed to His Worship, the Mayor, and Council of the City of Mississauga dated February 12, 1974. We do not find in the lease agreement any strict requirement about the time for performance by the Municipality and, accordingly, we do not see that there is any concern about the two last paragraphs of that letter. The Municipality, (albeit Streetsville) in entering into the agreement agreed that it would cause a curling club to be built but did not oblige itself thereby to do so within any specific time limit. It is our opinion, therefore, that the Municipality, if it is bound to proceed, must do so within reasonable time.

We were also concerned that the by-law (being number 73-72) authorizing the execution of the contract was enacted by the Town of Streetsville after the election and before the installation of the new Council. Because of Section 141 of The Regional Municipality of Peel Act, this is, in our opinion, of no moment and Mississauga cannot deny the validity of the contract on that basis.

City of Mississauga

1st March 1974

- 2 -

R-8C

The contract recognizes that part or all the financing of the project will be by way of debenture and then, on page 8, the following clause appears:

"THIS INDENTURE OF LEASE shall be effective only if, as and when the approval of The Ontario Municipal Board thereto has been obtained, if such approval need be obtained."

In the absence of any logical explanation for that clause, we have interpreted it so that it must refer to the approval by the Ontario Municipal Board with respect to the financing. On the 19th of October, 1973, the Ontario Municipal Board did approve Debenture financing to the extent of \$350,000.00 and that order is in Board File No. E-731349. We understand that the cost of the project exceeds \$350,000.00. That being the case, the approval of the Board has not been received. On the other hand, the Municipality obviously obliged itself by the execution of the contract to seek such approvals as were required and it would therefore seem to us appropriate that when the actual cost is ascertained, that the Board be approached again for approval of the final cost. We do not think the Municipality can default in this obligation and then refuse to honour the contract basing such refusal on the lack of approval by the Ontario Municipal Board when, in fact, such approval to the increased amount was not even sought. We also are told by Mr. Turcotte that the City re-tendered the project on the 25th of January, 1974. It is our opinion, that by so doing, the City of Mississauga has further obliged itself to seek the appropriate approval from the Ontario Municipal Board pursuant to the Agreement.

It is our opinion, therefore, that the Agreement dated the 1st day of December, 1973, between The Corporation of the Town of Streetsville, the Streetsville Granite Club and the Board of Park Management of the Town of Streetsville is a valid and subsisting agreement and that the City of Mississauga is bound thereby and that within a reasonable time the City is obliged to proceed subject only to the approval of the Ontario Municipal Board which approval ought to be sought by the City.

JGP/o

c.c. H. E. Stewart, Esq.,

*Yours truly,*  
JOHN G. PARKINSON



## OFFICE OF THE MAYOR

-9

MISSISSAUGA, ONTARIO - 279-7600  
L5B 1M2

March 20, 1974.

TO ALL MEMBERS OF COUNCIL:

The Council of the City of Mississauga, at its last Council meeting on March 15, 1974, authorized the establishment of a Mississauga Authority. On that Authority there was to be four cabies, two citizens, the Mayor and two Members of the Transportation Committee.

I recommend that -

1. That the four cabies be elected from those people holding drivers and owners plates in the City of Mississauga, and that these elections be held by the Transportation Committee.
2. That an advertisement be placed in the local newspapers asking for two citizens to serve on the Authority, and that these two citizens be selected by the Transportation Committee after reviewing all of the applications.
3. That the Chairman of the Transportation Committee and one other member of that Committee, be represented on the Authority.

Yours truly,

M. L. Dobkin, M. D.,  
Mayor

**City of Mississauga**

**MEMORANDUM**

To ..... All Members of Council ..... From ..... Mr. T.L. Julian .....

Dept. .... Clerk's .....

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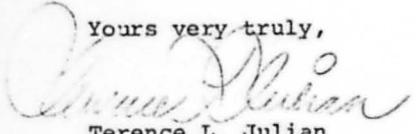
March 22nd, 1974

Dear Sir or Madam:

RE: Reorganization of the  
Planning Department  
Our File 12-74

The attached material was received by this office  
subsequent to the preparation of the Council Agenda.  
However, at Councillor Culham's request, this matter will  
be considered by the Council at its meeting on March 25th,  
1974.

Yours very truly,



Terence L. Julian

TLJ:jjb

T 143

## RESOLUTION

SESSION 19 No.

MOVED BY Mr. D. J. Culham

SECONDED BY Mrs. H. McCallion

WHEREAS the Planning and Development Committee established a special committee to consider and act on the possible reorganization and expansion of the Planning Department;  
AND WHEREAS this special committee met on March 22, 1974 to consider a proposal with respect to reorganization of the Planning Department;  
AND WHEREAS this special committee endorses the recommendations of the proposal as presented in the report dated March 21, 1974 of the Commissioner of Planning;  
THEREFORE BE IT RESOLVED that Council receive and adopt the recommendation of the special committee and that the Planning Commissioner be authorized to commence implementation of the proposals.

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

FILE: Personnel  
DATE: March 21, 1974

MEMORANDUM

TO

Reorganization Committee

FROM

R. G. B. Edmunds, Commissioner of Planning

SUBJECT

Planning Department

COMMENTS

1. Purpose

The purpose of this memorandum is to provide some bases for the Committee to discuss the possible reorganization of the Planning Department.

2. Introduction

The structure of the Planning Department has not changed substantially during the past twelve years. While there have been some additions to the staff, the basic organization has been maintained. With changes in attitudes to the various consequences of land development by most of those involved in that activity, and improvements in development control legislation and techniques which have evolved in recent times, the time is appropriate for a review of the existing organization to determine whether it is adequate to give the necessary advice to City Council on the future planning of Mississauga. Another important factor in this evaluation is the recent establishment of Peel Regional Government with its related planning powers. Any reorganization of the staff structure must recognize the necessity of coordinating the planning processes of the local and regional governments.

FILE: Personnel  
- 2 - DATE: March 21, 1974

### 3. Public Participation

What has happened recently in planning activities? First, and probably foremost in significance, is the increased concern and involvement of the general public in terms of both individuals and groups anxious and willing to participate in the planning of neighbourhoods and in the formulation of goals and objectives for matters on a City-wide scale, such as the conservation of natural open space features. Also, probably as a result of increasing publicity given to planning generally, an increasing number of prospective purchasers of dwellings and land in Mississauga now seek information on future land use before consummating their purchases. The foregoing aspects of public involvement entail a great deal of staff time to provide a satisfactory level of service.

### 4. Aesthetics

The matter of aesthetics as it relates to the urban environment invites endless discussion. Such debate is not the purpose of this memorandum. Suffice it to say that aesthetics in terms of the perceived environment has become a planning consideration which manifests itself in what is generally termed site plan control. While only a relatively short time ago this planning tool involved the evaluation of two-dimensional aspects of residential proposals, it now embraces all types and aspects of land development. Concurrently, the necessity of preserving where possible the features of the natural landscape has secured general and, more significantly, political acceptance. Proper attention to these matters requires more time and to some extent more expertise than are available in the present organization.

FILE: Personnel  
- 3 - DATE: March 21, 1974

#### 5. Transportation

Transportation planning and land use planning are inextricably intertwined and they must move together and be implemented in concert to be successful, particularly at the local level. These two functions are presently carried out separately by the Engineering Department and the Planning Department, respectively; and while there is good liaison between the two departments, and coordination of effort through the City Manager's office, it is suggested that a more ideal overall planning operation could be achieved if transportation planning were transferred to the Planning Department. Such a move would be consistent with the assignment of transportation planning responsibilities prevailing in some other urbanizing municipalities. However, the present arrangement should be retained until the current Transportation Study is completed and, consequently, the precise function of transportation planning in Mississauga is defined. Also, the status quo would be appropriate in view of the imminent study of overall staff structure to be carried out by consultants. This study could have a bearing on the decision as to which department will assume the transportation planning responsibility.

#### 6. Development Applications

Dealing with applications to subdivide land, to amend the Official Plan and Zoning By-law, and to effectuate condominium ownership occupies most of the available staff time. No doubt this service demand will increase in the future with the growth rate presently anticipated in Mississauga, but if the Housing Action Programme of the Province calls for accelerated growth there are obvious consequences in terms of staffing to also meet that demand. Another aspect

- 4 -                   FILE: Personnel  
                          DATE: March 21, 1974

of the on-going process of land development which requires planning staff input relates to the numerous applications considered by the Committee of Adjustment and the Land Division Committee.

#### 7. Housing

The sociological aspects of municipal planning must be given more consideration than has occurred in the past, particularly with respect to housing. Although the Province is currently attempting to set some guidelines for the provision of housing for all income levels, it will be left to the regions and municipalities to develop and implement detailed housing policies. If Mississauga is to participate in providing a comprehensive housing stock, a concentrated planning effort is now necessary.

#### 8. Regional Government

If regional government is to perform its anticipated role, it must clearly set the terms of reference for the future development of the area under its jurisdiction. It will only achieve this through a comprehensive plan prepared in consultation and cooperation with the constituent local municipalities of the region. As far as the local scene is concerned, the matter of the time involved in preparing such a plan poses a problem for Mississauga. Although the City will be undoubtedly a willing participant in such an endeavour, the fact of inevitable rapid growth in Mississauga dictates that intensive planning must take place in the interim period, which requires additional staff.

- 5 -                   FILE: Personnel  
                          DATE: March 21, 1974

9. Planners

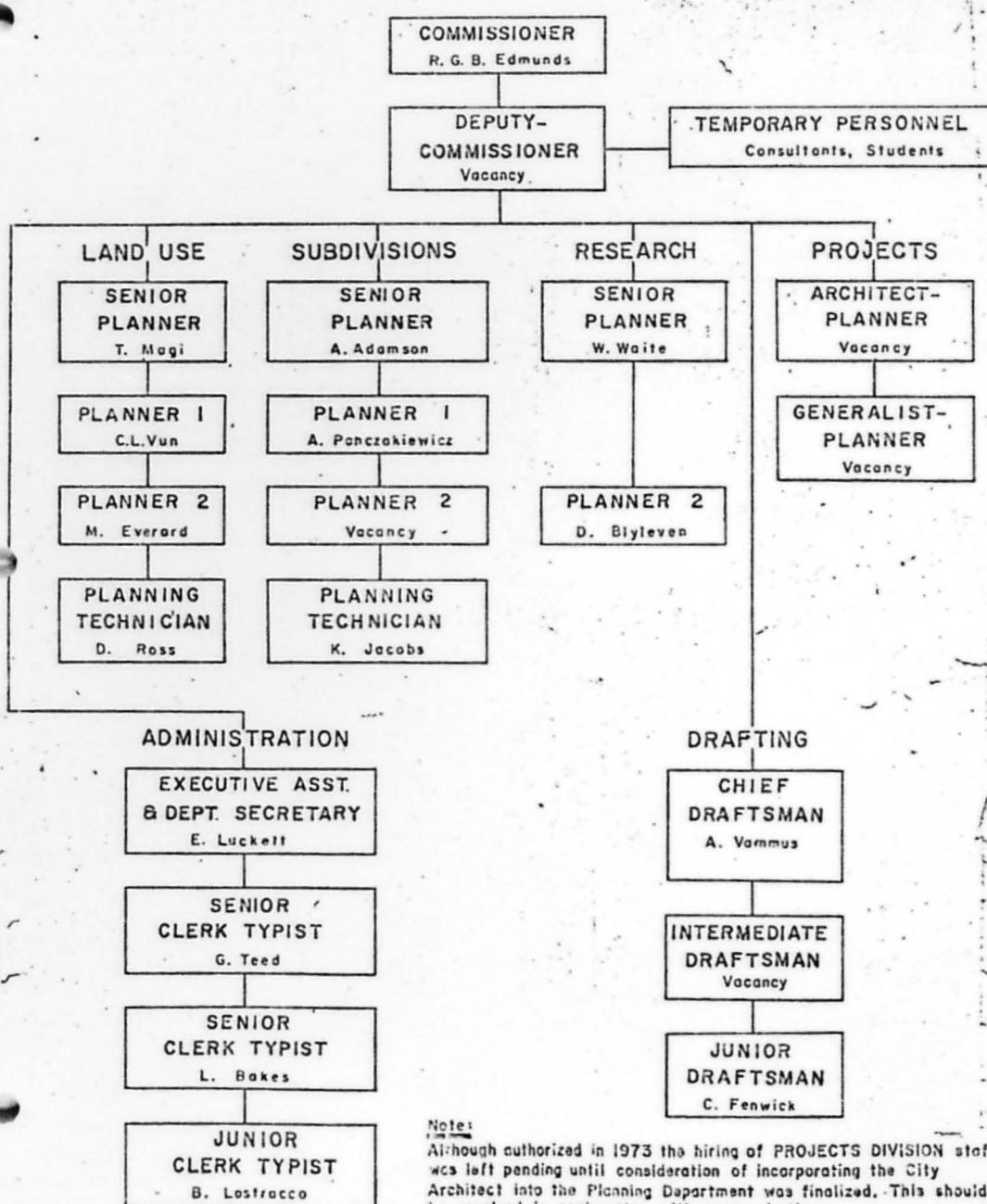
There is a shortage of experienced town planners throughout Canada, particularly in large urban centres. The prospects of Mississauga's hiring experienced planners are governed to a large extent by the competition presented by the professional challenge and salaries offered by other governmental agencies and private consultants in the Metropolitan Toronto area. While Mississauga provides the opportunity for challenging planning work, it falls short with respect to salaries required to attract and keep well-experienced personnel. Some adjustments are also necessary in the lower levels of the planning staff hierarchy. At the present time there are three classifications of planners in that category: Planning Technician, Planner 2 and Planner 1, each of which is tied to specified educational qualifications and experience and related salary range. This is not conducive to accommodating in an appropriate salary range the many combinations of qualifications and experience of available planners. For example, a graduate of a community college course (Planning Technician) with extensive experience could not enter the salary range of a Planner 1 even though he or she were competent to carry out the duties and responsibilities of such a position. More flexibility is required and to achieve this the three classifications should be brought together under the general category of Planner, with the salary range from the bottom level of Planning Technician to the top level of Planner 1.

Attached as Appendix I is the present organization chart. Appendix II is a proposal for the reorganization of staff, and Appendix III gives an indication of the general duties and responsibilities that would be assigned to the various divisions.

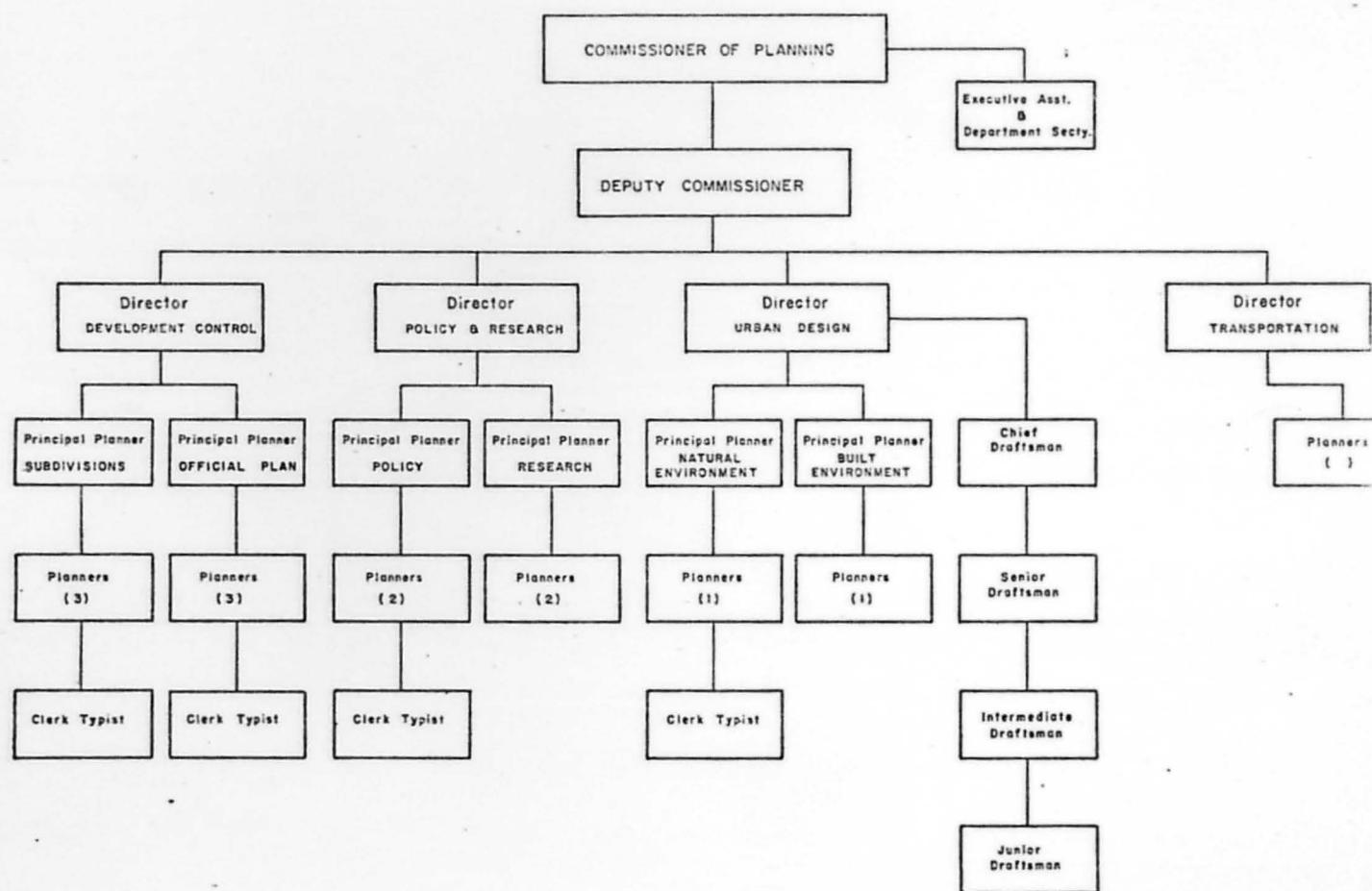
As will be realized, additional office space and associated furniture and equipment would be necessary, depending on the extent of reorganization. Also, the salaries item of the budget would be increased. Appendix IV gives some estimates with respect to those matters.

## APPENDIX A

## STAFF ORGANIZATION (EXISTING)



CITY OF MISSISSAUGA PLANNING DEPARTMENT STAFF



APPENDIX III

Development Control

- Process and report on applications to amend the Official Plan and Zoning By-law
- Prepare amendments to Zoning By-law
- Process and report on applications to subdivide land
- Process and report on condominium applications
- Prepare reports to Land Division Committee and Committee of Adjustment
- Attend Ontario Municipal Board hearings
- Public participation

Urban Design

- Evaluate and report on site plans
- Preservation and conservation projects
- Aesthetic improvement projects for small and large areas
- Continual review of development design standards
- Designs for comprehensive systems for pedestrians and cyclists
- Public participation
- Community studies

Policy and Research

- Population research
- Housing policies
- Sociological aspects of land development
- Economic studies
- Community Studies
- Public participation

Transportation

- To be determined after study of Municipal staff structure is completed

APPENDIX IV

Salaries

Assuming a full establishment of staff and the 1973 salary ranges, the following is an estimate of expenditure for Planning Department salaries in 1974.

1. Commissioner	30,000
2. Deputy-Commissioner	24,000
3. Senior Planner (Land Use)	17,500
4. Senior Planner (Subdivisions)	17,500
5. Senior Planner (Research)	17,300
6. Architect-Planner	15,000
7. Planner 1 (Land Use)	13,000
8. Planner 1 (Subdivisions)	13,700
9. Generalist Planner	12,000
10. Planner 2 (Land Use)	11,300
11. Planner 2 (Subdivisions)	10,700
12. Planner 2 (Research)	11,800
13. Planning Technician (Land Use)	11,200
14. Planning Technician (Subdivisions)	10,700
15. Chief Draftsman	11,800
16. Intermediate Draftsman	8,100
17. Junior Draftsman	7,100
18. Executive Assistant and Dept. Secretary	10,200
19. Senior Clerk-Typist	7,200
20. Senior Clerk-Typist	6,900
21. Junior Clerk-Typist	6,100
Total	<u>273,100</u>

Assuming full establishment of the proposed reorganization (excluding Transportation) and 1973 salary ranges, the expenditure would be:

1. Commissioner of Planning	30,000
2. Deputy-Commissioner	24,000
3. Director, Development Control	20,000

.....2

4. Director, Policy and Research	20,000
5. Director, Urban Design	20,000
11. Principal Planner (6 x 16000)	96,000
23. Planner (12 - 6 Gr. 2, 4 Gr. 1, 2 P.T.)	130,000
24. Chief Draftsman	11,800
25. Senior Draftsman	9,300
26. Intermediate Draftsman	8,100
27. Junior Draftsman	7,100
28. Executive Assistant and Dept. Secretary	10,200
29. Clerk-Typist	7,200
30. Clerk-Typist	6,900
31. Clerk-Typist	6,000
32. Clerk-Typist	<u>6,100</u>
Total	412,700

As will be realized neither of the foregoing estimated salary expenditures would be achieved in 1974; but the comparison is useful in assessing the cost of reorganization. More precise figures can be arrived at after reorganization has been discussed and resolved. At the same time the work programme of the Planning Department can be formulated.

Assuming some reorganization is agreed upon, its implementation - particularly the hiring of staff - will take some considerable time before there is effective planning output. In the meantime, it is suggested that there are some pressing projects which require immediate attention (e.g. Port Credit Official Plan Review, Credit River Study) and which could be undertaken by private planning consultants.

#### Office Space and Furniture

These matters have not been examined in detail, but a guide to the implications of staff expansion in terms of office space and furniture costs is that for each additional person 150 square feet of space would be required and an expenditure of \$1,000 for furniture and fittings.

*2483 St. Connaught*

September 5, 1973

Subject - By-Law Number (10,834)  
(Amendment to By-Law Number 5500)

Dear Mr. Turcotte:

In response to the subject by-law passed on August 14, 1973, please accept this letter as being our formal objection to the said by-law.

Such a by-law, which in effect amends original By-Law Number 5500 changes the type of dwelling accommodation from single to semi-detached dwellings in a portion of the parcel of land outlined and so in described.

This proposed change will add increased burdens to a section of the community and there has been no tangible explanation for this desired change contained in the documents received. Some of the burdens envisioned are listed below:-

1. Increased density of population in an area that would appear already evenly populated and would continue to be in the event single dwellings were considered.
2. Additional vehicular traffic on roads already overtaxed and in an area where roads presently lack connection with main arteries. Concessions have already been granted in some areas to defer connecting roads for a period of time to accommodate some residents.
3. Increased burden on schools in an area where portable accommodation is already in use.
4. Increased burden on services will no doubt reflect on the taxpayer in the short run, should the number of dwellings increase over the original plan.

Although the objections listed herein have been outlined in a general manner, we would be pleased to discuss these in further detail with the Town's appointed representative(s).

*Sept 17/73*  
*5:30 PM*

Yours truly,

279-2374

*Elizabeth Gerhardt*

*E.G.*

RECEIVED	
REGISTRY No.	6297
DATE	SEP 6 1973
FILE No.	BL 10834
FILED BY	
CLERK'S DEPARTMENT	

*FOLIO*  
By law 10,834

September 4, 1973

2436, Stillmeadow Rd.

Dear Mr. Turcotte,

The park area you have allocated is a tremendous boost to the community. The children will make excellent use of it as will the community at large. We are very pleased to see that the council considers the recreation facilities of the public.

We would like to register a notice of objection to the approval of the by-law 10,834 passed by council on August 14, 1973.

We feel that the concentration of people in the Queensway Gardens subdivision as well as those in the Stillmeadow Road north area have taxed the use of Stillmeadow Road enough. With the addition of RML Section 384 this road will be one of only two routes to the Queensway and thus highly overtaxed.

Furthermore the children from this area will be attending schools already crowded (ie. Hawthorn Public School has two portables at the present time and is projecting more by the end of the 1973-74 year. The addition of new schools is difficult with the government ceilings.

We are sure the council has realized that with the new subdivision there will be a tax on the sewage system, hydro and water services.

We feel that the original use of land scheduled ie. R4 and R3 will lessen the burden of the public services considerably.

Thank you for consideration in this matter.

Sincerely,

*J. S. Flynn*

RECEIVED
REGISTRY No.
DATE SEP 4 1973
FILE No.
FILED BY
CLERK'S DEPARTMENT

C O P Y

(Re By-law 11,005)

Mr. David Turcotte  
City Clerk

Dear Mr. Turcotte

I wish to express my objection to approval of By-law 11,005. It is designed to mess the lives of our neighbourhood even more than they are now.

Any more construction of residential dwellings in this area will result in even more congested traffic in rush hours, in longer line-ups in local supermarket, in higher density of kids on one square foot of ice in Dixie Arena Gardens with bigger chance of injury. If you ever tried to drive on Highway 5 westbound during rush hours, esp. on Friday, you know what I am talking about.

We do not need this situation to become even worse. I do not give a damn whether some developer can scoop a fat profit - I believe that the area is populated more than enough and I am sure you are receiving more letters like this one. Let's make democracy work.

I remember idyllic days when we moved into our present address 4 years ago. Well, it has changed since. Mississauga's population increased tremendously - you saw the exact figures. If we continue what are we building? Another downtown New York or Tokyo with their problems?

I wish to voice my protest indeed.

Mississauga,  
Jan. 13/74

Stan Houser,  
3165 Queen Frederica Dr., #906,  
Mississauga, Ont.

C O P Y

3315 Queen Frederica Dr.,  
Mississauga, Ontario.

January 7/74.

David R. Turcotte,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Dear Sir:                           Re: By-law 11,005

We wish to register our objection to the above by-law identified in your Notice of Application Form 103-B, dated January 3rd, 1974.

We feel quite strongly that to have the City Council pursue this by-law application will not be to the benefit of the City, the inhabitants of the proposed development or the present inhabitants of the surrounding area. The only people I've assumed would benefit would be the developer(s).

We have lived in this area for over six years now and have seen the Queen Frederica area developed with apparently little thought or concern for the inhabitants of that area near Dundas. There continues to be a lack of recreational or cultural activities available to many of the residents of the area. The demands on existing services will be increased greatly when the "stacked" townhouse development at Dundas and Constitution is completed. To further increase the density of population in this area seems highly questionable and unsuitable.

The school population at Dixie Public School is anticipated to increase greatly when the Dundas-Constitution complex is completed. It would seem impossible and very unwise to add additional strain on the school and, in fact, to probably destroy what sense of community exists near the school by the earlier proposal to send children living one block from the school to Burnhamthorpe Public School over 1/2 mile away. It does seem the Council and the developers care little for building or maintaining such a sense of community.

Mrs. Findlater is a co-ordinator of Volunteers for the Applewood Dundas Service and Information Centre and hence is quite closely aware of the multitude of pressures and hard-to-meet needs existing now in that immediate area. Mr. Findlater directs a treatment program for emotionally disturbed children and adolescents, and is able to speak to the deleterious effects of increasing urban crowding, without necessary recreational, social and human outlets and services. We both wish to make absolutely clear our opposition to the by-law and our request that the area in question continue to be used for the commercial service and warehousing purposes wisely originally intended.

Thank you.

Sincerely yours,  
Signed: Ross Findlater  
Susan Findlater

By law - 10902

Dear Sirs:

October 9, 1973.

I am 100% against this by-law. The biggest reason is health wise. Some areas where this has been allowed are no longer suitable for living in. This is asking for pollution and I want no part of it. The Town of Shuterelle is clean so let us keep it this way. Surely there can be other ways to amend this amended by-law.

Also my property and what I live for at stake. If the manufacturing of clay products is allowed to proceed then more than trouble will begin to follow. Dust, illness & pollution.

Count me as 100% against By-Law Number 10,902.

SAVE POLLUTION

AND NATURE!

*[Handwritten signature]*

Streetsville Oct 8/73

Deputy Clerk  
Town of Mississauga  
Dear Sir:

10,902

It is indeed with reluctance I write this letter of Objection to any rezoning or change of By-Law for further extension of uses for building material manufacturing on lots 6 & part lot 7 Concession 4 W.H.S Mississauga by-Law #5500.

This property was originally farm land and joined a road, adjacent to residential homes and properties. It was required to permit the manufacture of building disks (Clay) as defined, much against the wishes of the neighboring residents and objections of the then Village of Streetsville. To satisfy the objections at that time Toronto Township Council agreed to draft and pass a by-law regulating use and other conditions of approval were given by the O.M.B to rezone this property. For many years these conditions have not all been carried out, while in recent years a fence and trees have been located as promised.

This plant as you are aware is (as was pointed out in the original hearing) located on the west side of most of the residential properties in Streetsville and with prevailing westerly winds machinery trucks noises along with dust (most objectionately) carries over the houses leaving a reddish slime on our buildings and furniture. This emission is mainly in the late afternoon and evening when it is difficult to find anyone answering control offices. It is not uncommon to see this dust cloud  $\frac{3}{4}$  of a mile away.

If further expansion is permitted; additional truck and equipment must be used which will add greatly to the

noise and pollution, as this plant now operates 24 hours a day 7 days a week. One need only to visit any property near Queen & Britannia Streets on any day of the week including Sunday <sup>for proof</sup> of noise and traffic of trucks coming and going from this operation.

For these reasons I strongly object to any further change of by-laws permitting further expansion on the properties in question, but request that the original agreement be strictly enforced and adhered to as of By-Law # 5350.

Written without any animosity to anyone concerned

Yours truly  
F. Deering  
2 Queen St. S.  
Streetville

RECEIVED	
REGISTRY No. 7407	
DATE	OCT 12 1973
FILE No.	B/410902
FILED BY	
CLERK'S DEPARTMENT	

*W.R.*  
10,902

58 Brock Avenue,  
Toronto, Ontario,  
October 6, 1973.

Town Clerk,  
Town of Mississauga,  
1 city Drive,  
Mississauga, Ontario.

Dear Sir:

I oppose the suggested change in the restricted  
by-law 5500 section 14 subsection (1) (e).

As a residential tax-payer, years ago and before there  
was a brick-yard we had this ~~law~~ by-law passed when  
they asked for permission to build here.

By changing this by-law I feel we will have more  
truck traffic, noise and dust.

Yours sincerely,

Walter Ruttan

RECEIVED	
REGISTRY No.	7309
DATE	OCT 10 1973
FILE No.	
FILED BY	<i>Bk 10902</i>
CLERK'S DEPARTMENT	

*W. Ruttan*

10902

Oct 9

RECEIVED
REGISTRY NO. 17305
DATE 9 OCT 10 1973
FILE NO.
FILED BY B/c 10902
CLERK'S DEPARTMENT

10902

Dear Sir,

My wife and I strongly object to and oppose the new by-law, Section 141 (1)(e), which is now considered for approval. The grounds for such an objection should be even clear to you and would probably cause you great concern if you lived in this area. The strongest objection is on the grounds of personal health. The dust created by such an enterprise would be detrimental to all. Also the dust and dirt which would be carried through the air will no doubt settle on our properties, thereby creating an eye sore to all and a devaluation to all our properties. We hope that this will be taken into consideration.

Respectfully yours,  
Mr & Mrs J. Weavers

STANLEY LANCASTER

FUND-RAISING CONSULTANT



2 BROOKSIDE DRIVE  
STREETSVILLE, ONT.  
TELEPHONE: 826-4277

Mr. David R.Turcotte,  
Deputy Town Clerk,  
Town of Mississauga,  
1 City Centre Drive,  
Mississauga, Ont.

October 6th 1973

Dear Sir,

I hereby register my objection to the approval of by-law No. 10,902, which was passed on September 10th last.

The original by-law No. 5500 Section 141 (1) (e) is very explicit in its meaning, ".....manufacturing and obtaining materials for brick and other clay products."

The revised Section 141 (1) (e), contained in the new by-law No. 10,902 appears to me to be rather ambiguous in that it says ".....manufacturing bricks from materials OF ANY KIND and for OBTAINING MATERIALS and manufacturing clay products."

As we have suffered over the past years from excessive dust particles ( my cement faced home has a definite reddish-brown hue as a result) and also from both noisy and speedy trucks, I don't want the situation to worsen . Hence my objection to the new by-law.

Yours sincerely,

*S. Lancaster.*

RECEIVED	
REGISTRY NO. 7228	
DATE OCT 10 1973	
FILE NO. 10902	
DAVID R. TURCOTTE, DEPUTY TOWN CLERK TOWN OF MISSISSAUGA CLERK'S DEPARTMENT	

BRITANNIA RD. WEST,  
GENERAL DELIVERY,  
STREETSVILLE ONT.,  
OCT. 3 1973.

*Filer*

*10902*

*46*

DEAR SIR:

THIS IS MY NOTICE OF OBJECTION TO THE APPROVAL OF BYLAW 10902 WHICH COUNCIL PASSED ON SEPTEMBER 10 1973.

AS YOU ~~ARE~~ NO DOUBT KNOW CANADA BRICK APPEARED BEFORE COMMITTEE OF ADJUSTMENT ON MARCH 2 1972 FOR PERMISSION ~~FOR~~ FOR A MINOR VARIANCE TO BYLAW 5500 SECTION I4I (1) (E), WHICH WAS NOT A SPECIFICALLY PERMITTED USE IN AN "M2 SECTION I4I ZONE.

THIS COMMITTEE APPROVED THE REQUEST ON MARCH 17 1972, BUT THE DECISION WAS APPEALED AGAINST BY MR. J. LINDSAY TO THE ONTARIO MUNICIPAL BOARD AND ON AUG. 30 1972 THE O.M.B. ALLOWED THE APPEAL AND SET ASIDE THE C.A. DECISION OF MARCH 17 1972.

I HAVE A COPY DATED SEPT. 12 1972 NOTIFYING ME OF THE DECISION, AND SAYING THAT IN ACCORDANCE WITH SECTION 42 (14) OF THE PLANNING ACT, THAT THE DECISION OF THE O.M.B. IS NOW FINAL AND BINDING.

THEN A CANADA BRICK APPLICATION ON A MOTION TO REVIEW THE DECISION OF THE O.M.B. OF AUG. 30 1972 WAS HELD ON DEC. 11 1972.

THE O.M.B. DECISION WAS TO UPHOLD THE PREVIOUS O.M.B. OF AUG. 30 1972, AND THE MOTION OF REVIEW WAS DISMISSED.

BYLAW 5500 SECTION I4I WAS DRAWN UP TO PROTECT THE ADJACENT PROPERTIES AND IS VERY SPECIFIC IN ITS SECTIONS AS TO WHAT CANADA BRICK MAY OR MAY NOT DO WITH THE LANDS.

CANADA BRICK HAS ALREADY HAD SEVERAL C.A. APPLICATIONS FOR VARIOUS CHANGES CONTRARY TO THE ORIGINAL BY LAW, SOME OF WHICH WERE APPROVED.

IN MY OPINION SECTION I4I (E) IS VERY SPECIFIC IN THAT IT STATES THAT "NO PERSON SHALL USE THE LAND OR ERECT OR USE A BUILDING OR STRUCTURE THEREON EXCEPT FOR THE PURPOSE OF MANUFACTURING AND OBTAINING MATERIALS FOR BRICK AND OTHER CLAY PRODUCTS."

THIS HAS ALREADY BEEN DECIDED BY THE O.M.B. DECISIONS AND NOW THE PRESENT COUNCIL WHO NEVER CONSULTED THE RESIDENTS (OR NOTIFIED THEM EITHER) DECIDE TO AMEND BY LAW 5500 TO PERMIT CANADA BRICK TO MANUFACTURE ALL TYPES OF BRICK INCLUDING CEMENT BRICK (WHICH CAN BE MADE ELSEWHERE AS ALL MATERIALS MUST BE TRUCKED IN). IF THIS IS ALLOWED CLAY BRICK COULD EVENTUALLY BE DISCONTINUED AND OTHER OPERATIONS TAKE OVER WHICH WAS NOT THE INTENT OF THE ORIGINAL BYLAW, AND CERTAINLY NOT PERMITTED WHEN APPLICATION WAS FIRST APPROVED.

THE ELECTED COUNCIL IS SUPPOSED TO REPRESENT THE PEOPLE AND RESPECT THEIR WISHES, AND THIS IS DEFINATELY NOT SO IN THIS INSTANCE.

IN MY OPINION BY LAW 5500 SECTION I4I SHOULD REMAIN AS IT IS AND THE NEW AMENDED BYLAW 10902 SHOULD BE DISALLOWED.

I WISH TO PROTECT MY PRESENT AND FUTURE INTEREST IN MY PROPERTY AND I BELIEVE THIS BYLAW WOULD BE AGAINST THESE WISHES.

I WISH TO BE INFORMED OF ANY HEARINGS OF O.M.B. OR COUNCIL CONCERNING THESE DEALINGS.

YOURS TRULY,

DONALD RIGBY.

*Donald Rigby*

CORRECT ADDRESS.

DONALD RIGBY,  
BRITANNIA RD. WEST,  
GENERAL DELIVERY,  
STREETSVILLE,

RECEIVED

REGISTRY NO. 7289, o  
DATE OCT 10 1973

FILE NO. B/10902  
FILED BY  
CLERK'S DEPARTMENT

Brookside Dr.,  
Streeterville, Ont.  
TLEF

10.902

Oct 8, 1973

I wish to lodge my objection  
to By-Law 10.902 for the  
following reasons.

- (1) Increased truck traffic  
generated by manufacture of  
other types of brick
- (2) The increase in dust  
manufacture of  
solution from other types  
of bricks
- (3) More discharge of silt, etc.  
into Mullet Creek.

Yours truly  
Alan F. Trinble

*VOL LET IT*  
10902

3 Brookside Drive,  
Streetsville, Ont. L5M 1H2,  
October 9, 1973.

REGISTERED MAIL

David R. Turcotte,  
Deputy Town Clerk,  
Town of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.

Gentlemen:

RE: By-Law 10,902  
A By-Law to amend By-Law Number 5500as amended.

We are opposed to the approval of the above-mentioned  
By-Law.

The specific area involved is bound by a growing residential  
zone and the additional traffic transporting materials,  
would be hazardous to the general public, especially to the  
senior public school students.

The same conditions are still present as when the original  
By-Law was made and we feel that the By-Law should not be  
amended as proposed.

Yours truly,

*George Bevan*

George Bevan,  
*(Mrs) Mary Bevan*  
(Mrs.) George Bevan.

St. Catharines  
October 8, 1973

Town of Mississauga  
Town Clerk  
1 City Centre Drive  
Mississauga Ont

RECEIVED  
REGISTRY NO. 7302  
DATE OCT 10 1973  
FILE NO.  
FILED BY 3610902  
CLERK'S DEPARTMENT

10902

Dear Sir

This letter is in response to the letter we received regarding a re-zoning of property. The re-zoning referred to is a change in By-law 5500 Section 141 Sub-section (1c).

The reason that this restrictive by-law was placed on the property is quite evident when reading the minutes of the planning board meetings held in 1955. We see no reason that a change in these restrictions should be made at this time as the situation ~~now~~ is similar.

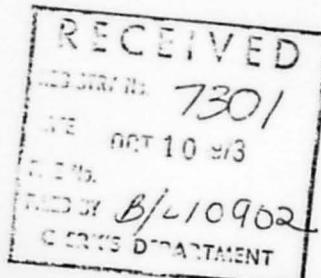
We would like to therefore protest the re-zoning and request that a public meeting should be held. We wish to be notified of the time and place of such a meeting.

Yours truly,  
Mr & Mrs Jack Lindsay  
17 Britannia Rd St.  
Streetville Ont.

6 Brookside Drive  
Streetsville, Ont.  
L5N 1H3  
October 9, 1973

David R. Turcotte, Deputy Town Clerk,  
Town of Mississauga,  
1 City Centre Drive,  
Mississauga, Ont.

Dear Sir:



10902

I hereby give notice of objection to the further amendment of By-law 5500, by deleting Section 141 (1)(e) and replacing it with revised Section 141 (1)(e) as outlined in the Corporation of the Town of Mississauga By-law number 10,902.

Grounds for the objection are as follows:

- a) The restrictions of the original by-law were intended to protect property values, and desirable features of home ownership in the area. Residential areas near the manufacturing site have expanded rather than diminished. It is therefore imperative that restrictions on the manufacturing processes be maintained to preserve the character of the residential area.
- b) Appendix "A" to the application for approval of by-law number 10,902 indicates that the effect of the by-law is "To permit the manufacture of all types of building brick instead of only clay brick". However, the words "and for obtaining materials" in the revision does not appear to be restrictive to obtaining materials for building bricks or clay products. This wording could be interpreted to permit assembly of materials without restriction, warehousing, truck depots, etc.
- c) Any increase in the variety of manufacturing on the site would create the following concerns for residents of the area:
  - i) Additional noise pollution from the plant which currently disturbs the sleep of local residents.
  - ii) Possible increase in dust pollution which is currently a problem for many homes in the vicinity.
  - iii) Increase of heavy transport in and out of the plant, thus adding to noise pollution and traffic problems.
  - iv) An adverse effect on the ecology of the Mullet Creek and immediate environs.

It is my feeling that removal of any restrictions in the original by-law will be detrimental to the residential area adjacent to the site.

..... 2

A. Turcotte, Deputy Town Clerk  
Town of Mississauga

Please forward notice of any hearing to be held concerning the proposed amendment to C. H. Brocklebank, 6 Brookside Drive, Streetsville, L5M 1H3, Ont.

Yours truly,

*C. H. Brocklebank*

C. H. Brocklebank

Copy to:

Ontario Municipal Board  
123 Edward St.  
Toronto, Ont.

CHB/B

10902

2360 Britannia Rd. #<sup>e</sup>.  
Streetville ont  
L5M 2B6.

Oct. 5/73.

David R. Turcotte,  
Deputy Town Clerk,  
1 City Centre Drive,  
Mississauga.

Dear Sir,

My husband & I would like to object to any change in the original By-Law 2500 section 141 (E). This is still a residential area. If this is changed it would mean a lot more trucks going in & coming out along this road. We have enough noise & dust to put up with now.

yours sincerely  
(Mrs.) J. Hiscock

RECEIVED	
REGISTRY NO. 7246	
DATE	OCT 9 1973
FILE NO.	
FILED BY	
CLERK'S DEPARTMENT	

*10902*

Town of Mississauga  
1 City Centre Drive  
Mississauga, Ont.  
Mr. David R. Jurocotte  
Deputy Town Clerk.

5 Theodore Dr.  
Streetsville, Ont.  
L5M 1E5  
Oct. 4<sup>th</sup> 1973.

Subject : Bye-Law No. 10,902.  
Dear Sir:

Please acknowledge my objection to a  
By-Law to amend By-Law 5500 as amended.

My objection is based on the fact that the  
projected use is contrary to the special use to which  
this land was restricted. This special use was also  
re-affirmed several years ago when an application  
by Canada Brick Ltd., was rejected.

Yours truly

L'Heur P. Eng.

RECEIVED	
REGISTRY NO. 7248	
DATE	OCT 9 1973
FILE NO.	
FILED BY	
CLERK'S DEPARTMENT	

10902

18 Britannia Rd. W.  
Streetville, Ont.

October 4, 1973.

Town of Mississauga,  
Town Clerk,  
1 City Center Drive.

Dear Sir:

We would like to object to  
the revision of the By-Law 5500  
section 141 sub-section (1e) as  
proposed.

We were among the objectors to  
the original proposed land use and  
this is the reason for the restrictive  
by-law. we do not wish this  
restrictive by-law to be changed.

We were promised that the brick  
yard would not cause any problems,  
but we have been continually subjected  
to red dust and truck noise for the  
past 18 yrs.

A change in the by-law would  
only increase these problems.

Yours truly  
Mr & Mrs David Hawley

K H K Investments  
c/o Michael M. Katz  
321 Chaplin Cr., Apt. 510  
Toronto, Ont. M5P 1B2

10,729

July 4, 1973

Mr. David R. Turcotte  
Deputy Town Clerk  
Town of Mississauga  
1 City Centre  
Mississauga, Ont.

Re: By-Law No. 10,729

Dear Sir:

In the name of the owners of a parcel of land on Atlantic Drive, South of Britannia Rd., I hereby wish to express strong objection to the By-Law No. 10,729 for the rezoning of a parcel of land, known as part of Lot 6, Concession 4, E.H.S. and Part of Fourth Line in the Town of Mississauga, by-law passed and enacted on June 25, 1973 so as to allow part of the lands in question to be rezoned for storage of scrap material and salvage.

The industrial subdivision, in which we have purchased our parcel of land known under Property Number 05-116-051-10 is zoned M-2 and with very particular restrictions for building so as to keep the quality of the subdivision at very high standards. Allowing the storage of scrap and salvage material so close to this high quality subdivision would considerably lower the standards of the whole area and would cause a significant reduction in the property values.

I hope that taking this objection into consideration the By-Law will be overruled and reversed.

Yours very truly,

Michael M. Katz

Registered

RECEIVED	
REGISTRY NO. 4514	
DATE	JUL 5 1973
FILE NO.	6/L 10729
FILED BY	
CLERK'S DEPARTMENT	

Michael M. Katz, In Trust  
321 Chaplin Cr., Apt. 510  
Toronto, Ont. M5P 1B2

10,729

July 4, 1973

Mr. David Turcotte  
Deputy Town Clerk  
Town of Mississauga  
1 City Centre  
Mississauga, Ont.

Re: By-Law No. 10,729

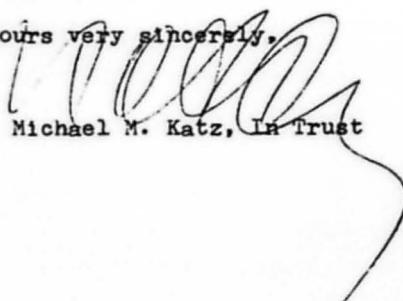
Dear Sirs:

In the name of the owners of a parcel of land on Atlantic Drive, South of Britannia Rd., I hereby wish to express strong objection to the By-Law No. 10,729 for the rezoning of a parcel of land, known as part of Lot 6, Concession 4 E.H.S. and Part of Fourth Line in the Town of Mississauga, By-Law passed and enacted on June 25, 1973 so as to allow part of the lands in question to be rezoned for storage of scrap material and salvage.

The industrial subdivision, in which we have purchased our parcel of land known under Property Number 05-116-026-30, is zoned M-2 and with very particular restrictions for building so as to keep the quality of the subdivision at very high standards. Allowing the storage of scrap and salvage material so close to this high quality subdivision would considerably lower the standards of the whole area and would cause a significant reduction in the property values.

I hope that taking this objection into consideration the By-Law will be overruled and reversed.

Yours very sincerely,

  
Michael M. Katz, In Trust

Registered

RECEIVED	
REGISTRY No. 4515	
DATE JUL 5 1973	
FILE No.	
FILED BY <i>BK 1029</i>	
CLERK'S DEPARTMENT	